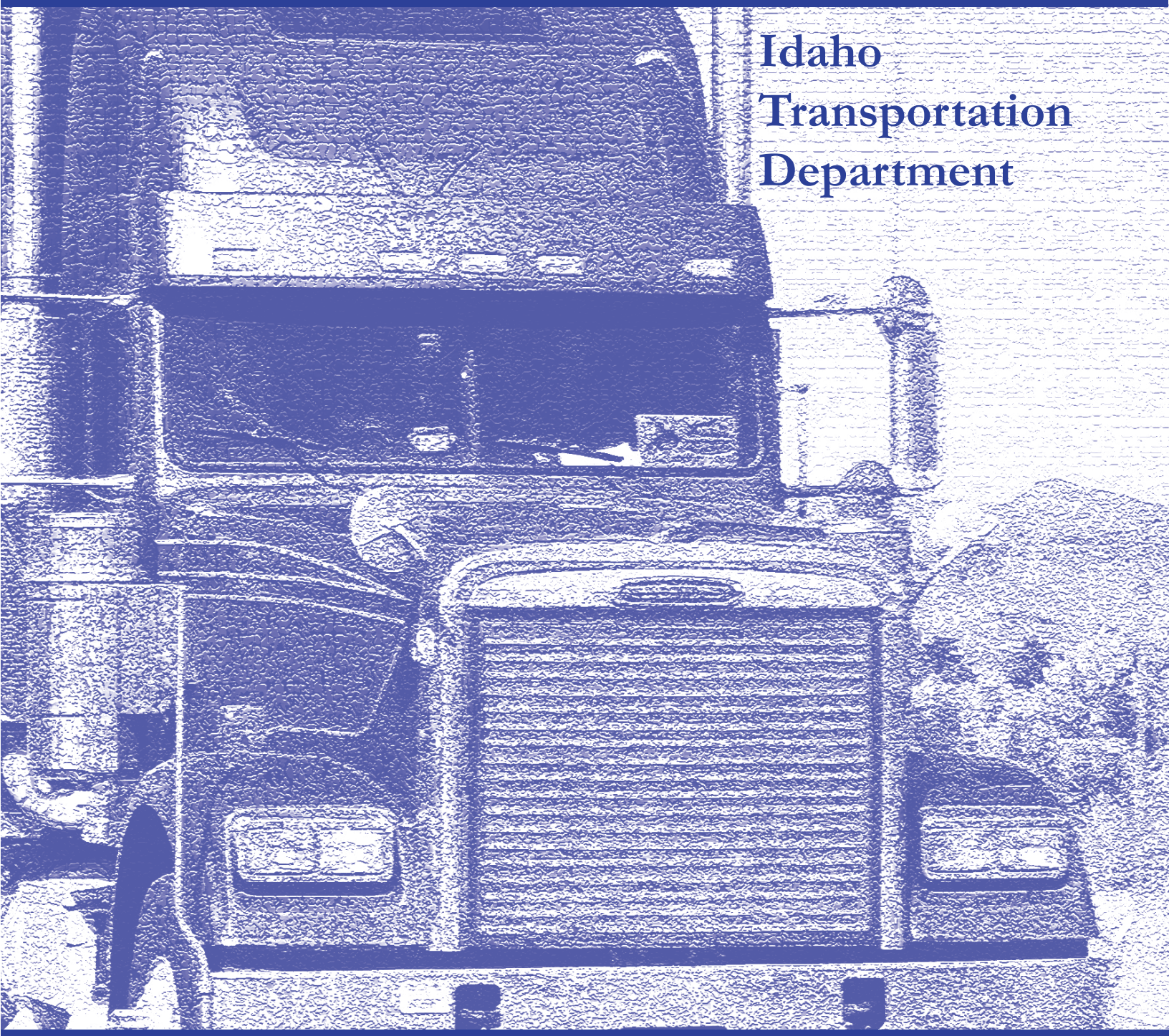
129,000 Pound Pilot Project



Idaho Transportation Department

Report to the 59th Idaho Legislature 2007

Revised

THREE-YEAR REPORT

TO THE

59th IDAHO LEGISLATURE

ON THE

129,000 POUND PILOT PROJECT

2007

REVISED

REPORT CONTENTS

EXECUTIVE SUMMARY

In an effort to provide for a more efficient means of freight transport, the Idaho Legislature, in 2003, created a new pilot project with House Bill 395 to allow truck and trailer combinations up to 129,000 pounds. A condition of this pilot project is for the Idaho Transportation Department to track the impact of these heavier loads on highway surfaces and bridge structures, and to provide a report to the Legislature every three years for the duration of the project. Interim results will be reported again in 2010, and final results in 2013.

Over this most recent three-year period ending June 30, 2006, 44 entities obtained permits for the movement of 369 trucks at the heavier weight. They have transported such commodities as sugar beets, hazardous waste, pumice, hay and phosphoric acid. Seventy-five percent of the trips made by these specially permitted trucks were hauling sugar beets. Hazardous waste, transported primarily to the U.S. Ecology Idaho facility near Grand View represents 14 percent of the pilot project trips.

Users have reported economic benefits associated with this pilot project. For example, in a public/private partnership, U.S. Ecology Idaho, indicated that the ability to transport higher payloads provided enough economic incentive to invest $1.6 million in the paving of Simco Road in Elmore County. The combination of traveling on that shorter route and additional weight allowances on 40 percent of the loads produced an estimated savings of $3 per ton, or the equivalent of $1.5 million per year. Additionally, Amalgamated Sugar Company estimates annual savings of approximately $95,000, primarily in freight efficiencies resulting from fewer trips.

The report reflects that at this time there is insufficient data to reach definitive conclusions regarding the impact of the heavier vehicle combinations on Idaho's roads and bridges. The Idaho Transportation Department continues to capture data on pavement and bridge condition. In addition, crash data will need to be examined over a longer period of time for valid comparisons and conclusions.

BACKGROUND

In 1998, the Idaho Legislature established the original 129,000 Pilot Project program that began on July 1, 1998, and ended on June 30, 2001. Prior to implementing this program, the maximum gross vehicle weight allowed in Idaho was 105,500 pounds. The 1998-2001 pilot project was limited and no conclusive data on the impacts of heavier trucks on safety, bridges and pavement was collected because so few trucks were reconfigured from the standard 105,500-pound truck weight limit to the 129,000-pound limit. The lack of data during that period resulted from two factors: (1) the routes selected for the original project were not state highways regularly used by the types of commodity haulers interested in using heavier trucks, and; (2) the 3-year length of the project was too short for truckers to economically reconfigure their vehicles from 105,500 pounds to 129,000 pounds.

This is a photo of a typical 105,500 pound GVW truck configuration with eight axles.

This is a photo of a truck configured for 129,000 pounds GVW. Note the extra axles.

In 2003, the Idaho legislature passed House Bill 395, which re-established the Idaho pilot project program designed to test the use of 129,000-pound trucks on a limited number of state highways. The bill: (1) established a new, 10-year pilot project on a small number of Idaho state highways for the use of specially configured 129,000 pound gross vehicle weight (GVW) trucks that also employ added axles; (2) required that such trucks obtain special permits from the Idaho Transportation Department (ITD) for a fee of up to $50 per year to operate on designated state routes; (3) provided authority to local public highway agencies to allow roads in their jurisdictions to be included in the pilot program only if the highway district governing board chooses to do so and the routes do not provide a thoroughfare for interstate carriers to pass through the state, and; (4) required the ITD to report to the Legislature on all important impacts of the 129,000-pound trucks, including impacts to safety, bridges and pavement on the designated pilot project routes every three years during the pilot project, specifically no later than January 30 in the years 2007, 2010 and 2013.

Idaho's sugar beet, potato, wheat and grain, milk and phosphate industries identified a small number of state highways in southwest, south-central and southeastern Idaho that they would use if included in this new pilot project. These industries calculated that over the 10-year life of the new pilot project they would save millions of dollars in transportation costs because heavier trucks substantially reduce the total number of truck trips necessary to transport their commodities. The ITD reviewed the selected highways

in this pilot project and determined that the roadways and bridges are capable of being utilized by 129,000-pound trucks.

This is the first required report noted in item (4) in the second paragraph above and presents the ITD's findings for the period from July 1, 2003, through June 30, 2006.

2003 PILOT PROJECT ROUTES

Seventeen state highway pilot project routes were designated by the legislature and identified on a map titled "Designated Pilot Project Routes." See Appendix A for the map and detailed route descriptions in Table 1. These routes are:

(a) Ashton to Kimberly to Twin Falls to Nevada using US-20, US-30, SH-33, US-93, SH-25, SH-50 and SH-74.
(b) US-91 from its junction with SH-34 to the Utah border.
(c) US-30 from its junction with I-15 to the Wyoming border.
(d) US-95 south from Fruitland to junction with SH-55.
(e) SH-19 between Wilder and Caldwell.
(f) SH-78 between Marsing and Hammett.
(g) SH-67 from Mountain Home to junction with SH-78 at Grandview.
(h) SH-55 from intersection with Farmway Road to junction with US-95.
(i) SH-25 from the intersection of SH-24 to Paul.
(j) SH-25 from intersection with US-93 to Hazelton.
(k) SH-24 from intersection with US-93 to intersection with SH-25.
(l) US-20 from its intersection with New Sweden Road to its junction with SH-22/33.
(m) SH-34 from milepost 78 to the junction with US-91.
(n) US-26 from the intersection with 45th West to the junction with US-91; and US-26 from its junction with US-91 north to its intersection with Gallatin/West 23rd Street.
(o) US-91 from the intersection with Canyon Road to the junction with US-26.
(p) SH-22 from Dubois to the junction with SH-33.
(q) SH-45 from junction with SH-78 to intersection with I-84 business loop; I-84 business loop to intersection with SH-55; SH-55 to I-84 interchange no. 35.

DATA COLLECTION

In order to gauge the effects of truck gross weights over 105,500 lbs up to 129,000 lbs on the pilot project routes, a variety of data related to the trips made was collected. Data was collected from July 1, 2003, through June 30, 2006. For the purposes of this report, those trucks with gross weights over 105,500 lbs and up to 129,000 lbs will be referred to as pilot project trucks.

- Table 2 in Appendix B lists the 3-year total traffic volumes, 3-year volumes of all trucks and three-year pilot project truck volumes for the pilot project routes
- Table 3 and Figure 1 show the number of pilot project truck trips made and the time of the year that they were taken
- Table 4 shows the weights of the pilot project trucks
- Figure 2 shows the routes that were traveled by the pilot project trucks
- Figure 3 shows the materials that were carried by the pilot project trucks

Reporting is mandatory and there is no field collection of truck trip data so accuracy of the pilot project truck counts is a concern. To address the field data collection factor, an online form was used to collect the information regarding the pilot project truck trips and make the reporting process as simple as possible and, therefore, maximize reporting compliance.

The number of trips made by the pilot project trucks represent a small portion of the total truck volumes on the pilot project routes and an even smaller portion of the total vehicle volume on most of the routes. Even for those routes with the greatest volume of pilot project trucks (see Figure 2), the pilot project trucks generally make up less than 12 percent of the total truck volume. However, on SH-78 from SH-51 to Hammett the pilot project trucks are more than 24 percent of the truck volume and on SH-24 from SH-25 to US-93 the pilot project trucks constitute more than 38 percent of the truck volume.

More than 2,500 of the 63,678 pilot project trips were trucks that were loaded at less than 105,500 pounds gross vehicle weight. Many of these were empty trucks on return trips.

TABLE 3

PILOT PROJECT TRUCK TRIPS

	YEAR			
MONTH	2003	2004	2005	2006
January		4,342	4,219	2,319
February		3,031	2,637	2,621
March		293	1,276	595
April		105	851	400
May		43	875	457
June		41	1,181	448
July	44	81	974	
August	199	27	856	
September	244	1,192	1,013	
October	270	2,983	5,982	
November	2,043	5,367	5,960	
December	1,868	5,363	3,478	
TOTAL	4,668	22,868	29,302	6,840

FIGURE 1
TIME OF YEAR PILOT PROJECT TRIPS TAKEN

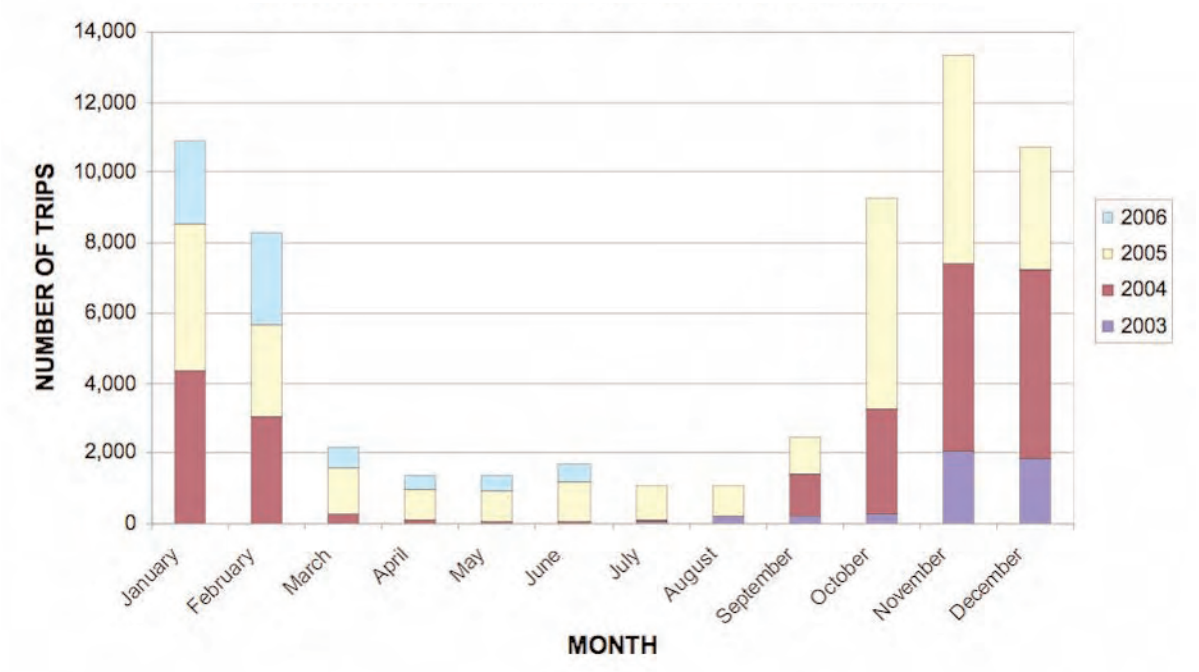
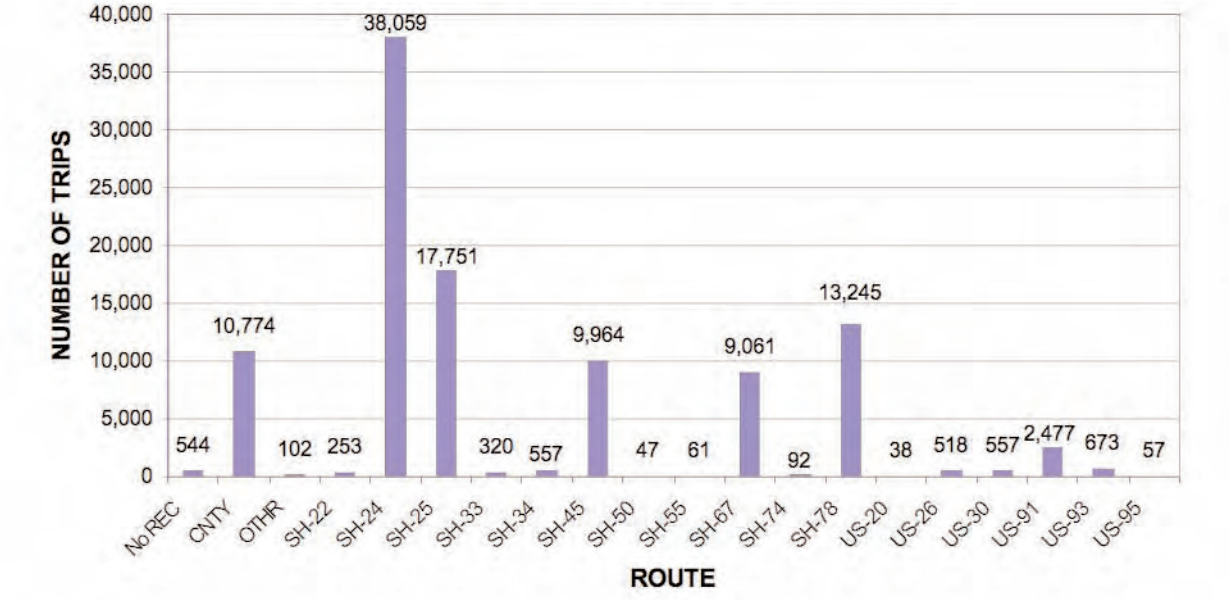


FIGURE 2
NUMBER OF PILOT PROJECT TRIPS PER ROUTE

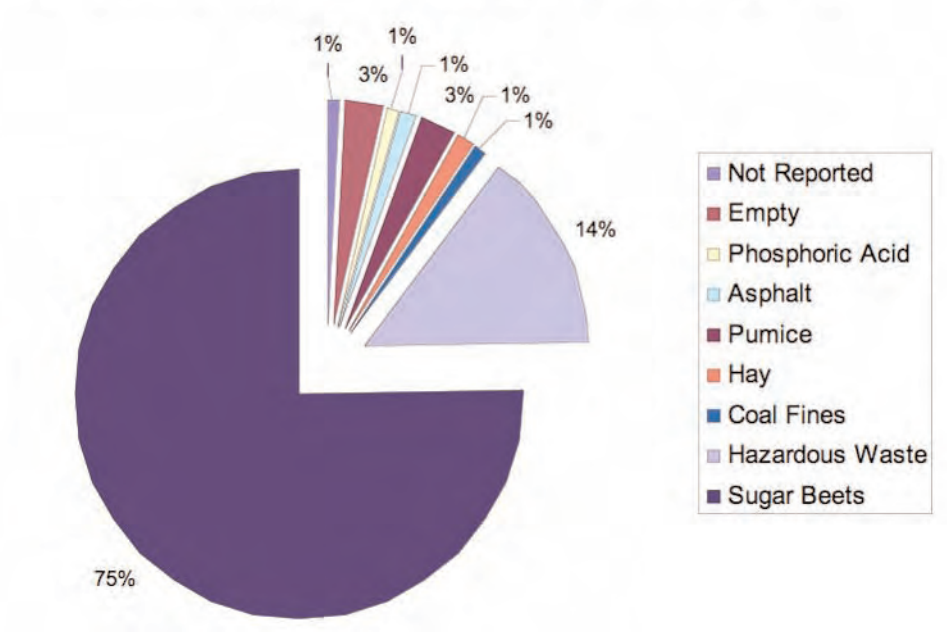


NOTE: Some trips included more than one route, therefore numbers are greater than total number of individual trips.

TABLE 4
PILOT PROJECT TRUCK WEIGHTS

TRUCK WEIGHT IN LBS	NUMBER OF TRIPS
Less Than 40,000	1,545
40,000 to 80,000	755
80,000 to 90,000	95
90,000 to 100,000	170
100,000 to 110,000	863
110,000 to 120,000	10,312
120,000 to 129,000	49,499
Greater Than 129,000	439
TOTAL	63,678

FIGURE 3
MATERIALS CARRIED BY PILOT PROJECT TRUCKS



ECONOMIC IMPACT

Data collected show that at 75 percent sugar beets are by far the most common commodity carried by pilot project trucks. Hazardous waste hauled to the US Ecology Idaho waste treatment and disposal facility near Grand View represents the next greatest share at 14 percent and all other commodities added together equal approximately 11 percent of the total.

In order to assess the benefits and challenges associated with participating in the pilot project, the letter and survey included in Appendix D were sent out to all 24 firms that had pilot project permits. Nine surveys were returned, but one of these indicated that they do not utilize the pilot project permit. Pilot

project participants stated that the ability to haul additional weight resulted in a reduction in fuel consumption, equipment maintenance needs and increased productivity with comments estimating a possible 5 percent to 8 percent savings in freight costs.

For American Ecology, the parent company to US Ecology Idaho, the passage of House Bill 395 provided adequate economic incentive to justify paving Simco Road in Elmore County at a cost of $1.6 million. The paving of Simco Road reduced the round trip distance from US Ecology's transfer facility on Simco Road to the US Ecology landfill from 140 miles to 65 miles. US Ecology had previously evaluated the paving of Simco Road but it was not feasible to proceed until the use of the heavier trucks improved the economics. The combination of the shorter haul and the additional weight carried on a minimum of 40 percent of the loads has resulted in a combined transportation savings of about $3 per ton. At current rates of 500,000 tons shipped each year, the total savings are about $1.5 million per year. Excluding the savings associated with the reduced distance, the total savings provided by the larger trucks only are roughly estimated at about $0.38/ton or about $190,000 per year at current rates of about 500,000 tons/year.

The Amalgamated Sugar Company has estimated the savings to Amalgamated Sugar due to the use of the pilot project trucks to be $95,727 for 2003-04, $90,409 for 2004-05 and $103,437 for 2005-06, for a total 3-year savings of $289,573. This savings has primarily been realized through a reduction of more than 15,000 loads (30,000 trips) due to the heavier weight carried per load.

SAFETY

Crash rates were calculated for the 3-year period from July 1, 2000, through June 30, 2003, (before pilot project implementation) and for the 3-year period from July 1, 2003, through June 30, 2006 (after pilot project implementation). The results are presented in Table 5.

The crash rate for all vehicles including trucks decreased 0.1 percent for the pilot project routes and increased 4.2 percent for all state routes. The crash rate for trucks increased 15.7 percent for the pilot project routes and increased 5.8 percent for all state routes. These truck crash rates include all commercial motor vehicle crashes and not just those trucks over 105,500 lbs gross vehicle weight. Commercial motor vehicles are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 lbs gross vehicle weight. Truck crash rates fluctuate more dramatically than vehicle crash rates because the numbers involved are much smaller and a small change in the number of crashes can result in a large change in the crash rate. For example, SH-25 had only one more truck crash in the three-year period from July 1, 2003, to June 30, 2006, than it had in the previous three years. However, because of the small number of crashes (five vs. four) this resulted in an increase in the crash rate of 25.9 percent.

While several of the pilot project routes with the highest volumes of pilot project trucks, i.e. SH-24, SH-45 and SH-78 had some of the highest increases in crash rates, SH-67 experienced a decrease in its crash rate and SH-78 had an increase nearly the same as the statewide average. The crash trend will need to be examined over a longer period of time to determine if there has been any safety impact from the pilot project.

Survey responses from pilot project participants indicated that safety was the same or greater because of more products hauled with fewer trips. Some participants indicated that they still maintain previous safety levels and have not seen any type of increase in safety concerns.

TABLE 5
CRASH DATA

	Total Crashes 3 Years of Data		Total Crash Rates 3 Years of Data			Truck Crashes 3 Years of Data		Truck Crash Rates 3 Years of Data		
	Before 7/1/00-6/30/03	After 7/1/03-6/30/06	Before 7/1/00-6/30/03	After 7/1/03-6/30/06	Change	Before 7/1/00-6/30/03	After 7/1/03-6/30/06	Before 7/1/00-6/30/03	After 7/1/03-6/30/06	Change
Route a	914	912	113.06	109.42	-3.2%	110	123	88.63	92.52	+4.4%
Route b	120	134	206.79	235.13	+13.7%	6	9	144.02	217.11	+50.7%
Route c	292	312	69.95	80.11	+14.5%	76	94	61.54	79.81	+29.7%
Route d	199	185	124.81	112.02	-10.2%	44	33	246.96	170.65	-30.9%
Route e	46	46	75.69	73.32	-3.1%	7	11	117.79	173.12	+47.0%
Route f	128	109	185.44	142.28	-23.3%	19	22	145.51	155.04	+6.5%
Route g	87	60	83.19	52.67	-36.7%	9	8	197.58	165.21	-16.4%
Route h	94	98	167.18	160.30	-4.1%	11	14	260.47	297.05	+14.0%
Route i	31	26	124.66	99.55	-20.1%	4	5	325.00	409.31	+25.9%
Route j	32	25	186.39	141.26	-24.2%	5	2	334.39	85.97	-74.3%
Route k	114	98	162.76	143.22	-12.0%	14	24	212.83	346.03	+62.6%
Route l	105	84	95.03	72.54	-23.7%	8	3	57.34	21.03	-63.3%
Route m	232	176	119.29	94.34	-20.9%	28	14	78.87	42.16	-46.5%
Route n	106	93	166.23	132.86	-20.1%	11	14	205.61	251.90	+22.5%
Route o	16	29	94.24	156.26	+65.8%	1	2	166.80	251.12	+50.6%
Route p	13	12	100.39	97.66	-2.7%	1	3	35.11	98.60	+180.8%
Route q	753	899	461.85	506.57	+9.7%	21	35	512.35	814.50	+59%
All Pilot Routes	3,192	3,236	137.79	137.64	-0.1%	371	431	103.94	120.29	+15.7%
All State Routes	27,578	29,947	117.75	122.67	+4.2%	2,813	3,101	78.66	83.20	+5.8%

PAVEMENTS

The most recent data from the Idaho Transportation Department's Pavement Management System was reviewed, with attention to the most heavily used pilot project routes, i.e. SH-24 (k), SH-25 (i and j), SH-45 (q), SH-67 (g), SH-78 (f) and US-91 (b). Three pavement condition indices (Cracking Index, Roughness Index, and rutting) were examined.

Cracking Index: The deterioration of a pavement that occurs under repeated cycles of load can result in progressive cracking. This cracking is due to both the axle weight of each vehicle and the accumulation of the incremental damage that occurs after each axle load passes. The Cracking Index or (CI) is a measure of the extent and severity of that cracking within a given pavement section and is measured on a scale of 0.0 to 5.0. A CI of 0.0 represents a section with severe cracking, while a CI of 5.0 corresponds to little or no cracking.

Roughness Index: The Roughness Index (RI) correlates the longitudinal profile of the road surface to an index based upon the public's perception of road roughness. RI is also measured on a scale from 0.0 to 5.0. An RI of 5.0 represents a road that is perfectly smooth while an RI of 0.0 corresponds to a road surface that is extremely rough.

Pavements on interstates and arterials are classified as good if the lower of the CI or RI is greater than 3.0 and are considered poor if the CI and RI are between 2.0 and 2.5. Collector pavements are classi-

fied as good if the lower of the CI or RI is greater than 3.0 and they are considered poor if the CI and RI are between 1.5 and 2.0.

Rutting: Like cracking, rutting is dependent upon both the axle load and the number of passes of the axle load. However, because the characteristic (stiffness) of an asphalt pavement that helps it resist rutting can actually make the pavement more prone to cracking, rutting is measured independently to assure the pavement is providing the optimal service. Rutting is the average (in inches) of the rutting that occurs in the left and right wheel paths.

Pavement condition measurements are summarized in Table 6 in Appendix C. After three years, there appear to be no significant changes in corresponding pavement condition indices when compared to the measurements for the two previous years for most sections of the project routes. However, there are several sections of the pilot project routes that are exhibiting significant reductions in one or more indices which indicate deterioration is occurring. These sections have also been highlighted in Table 6. Thirty-two percent (14 out of 44) of these sections occur on five of the six routes that have the highest pilot project truck volumes. The other heavily used route, SH-67, was overlaid in 2004 and 2005 and has not experienced any deterioration.

This illustrates the need for further evaluation of the effect of the pilot project on pavement condition. Planned pavement preservation projects such as seal coats and overlays continue to occur on pilot project routes, with several projects in the five-year Statewide Transportation Improvement Program scheduled for pilot project routes. Each of these projects improves the pavement condition indices, with a new overlay expected to restore all three indices to values at or near 5.0. This makes it very difficult to establish if there is any long-term pavement deterioration caused by the pilot project. Data will continue to be monitored for long-term trends.

BRIDGES

The data obtained from the pilot project permit holders - i.e. date of trip, material hauled, gross loads, routes taken, etc., - was gathered from information submitted by the permit holders. This information is valuable from an overall viewpoint in order for ITD to see trends and focus efforts to gauge the effects of higher gross weights above 105,500 pounds on the pilot project bridges. The precision of the gross weights reported is not fully understood and in most cases they are averaged rather than exact scale weights.

Appendix B contains a complete listing of all bridges on the pilot project routes. In summary there are 79 concrete cast-in-place or culvert bridges, 20 steel bridges or culverts and 45 prestressed concrete bridges, for a total of 144 bridges on the pilot project routes. Prestressed concrete bridges are those where the concrete girders are fabricated off-site and set in place in the field. Some of the steel reinforcement in the girders has a predetermined amount of tension (stress) applied before the concrete is cast, hence the term prestressed.

While there is not enough data collected at this time to point to any conclusions, the general condition of the bridges, as well as the condition of the bridge decks and superstructures gathered from yearly inspection reports was compared.

FIGURE 4

AVERAGE NATIONAL BRIDGE INVENTORY SUFFICIENCY RATING

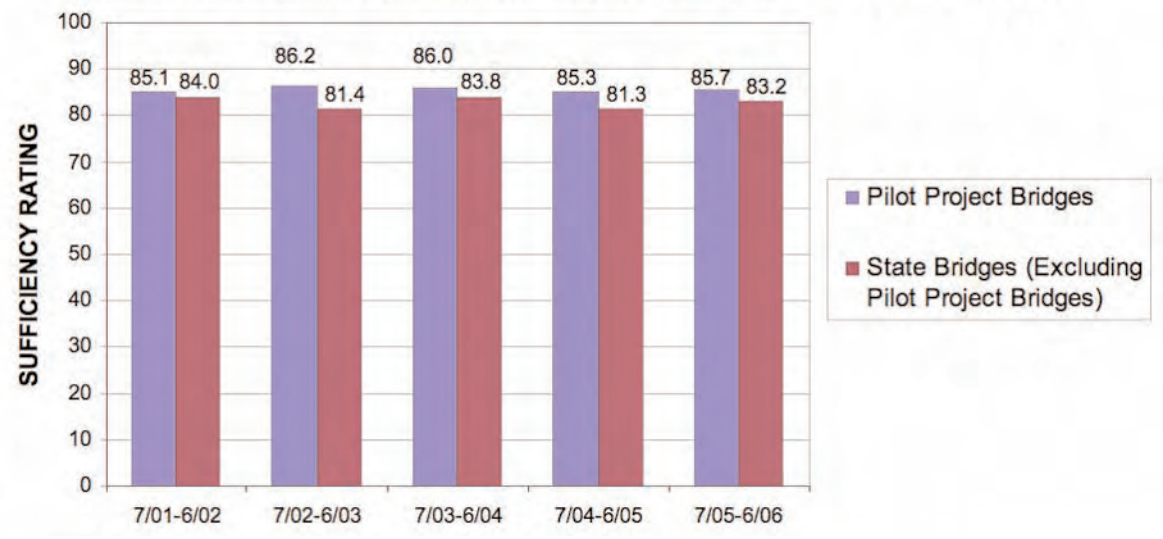


Figure 4 shows the average National Bridge Inventory (NBI) Sufficiency Ratings for the two years prior to the current pilot project and for the three years since the start of the pilot project for pilot project bridges and bridges statewide. The sufficiency rating consists of many factors, from functional criteria such as average daily traffic, bridge width, and channel characteristics to bridge component condition. The Sufficiency Rating (SR), a national standard, is a number ranging from 0 to 100. An SR of 100 would indicate a completely sufficient bridge by today's standards in regard to condition and functionality. An SR of 0 would be a completely deficient bridge.

FIGURE 5

AVERAGE NATIONAL BRIDGE INVENTORY SUPERSTRUCTURE RATING

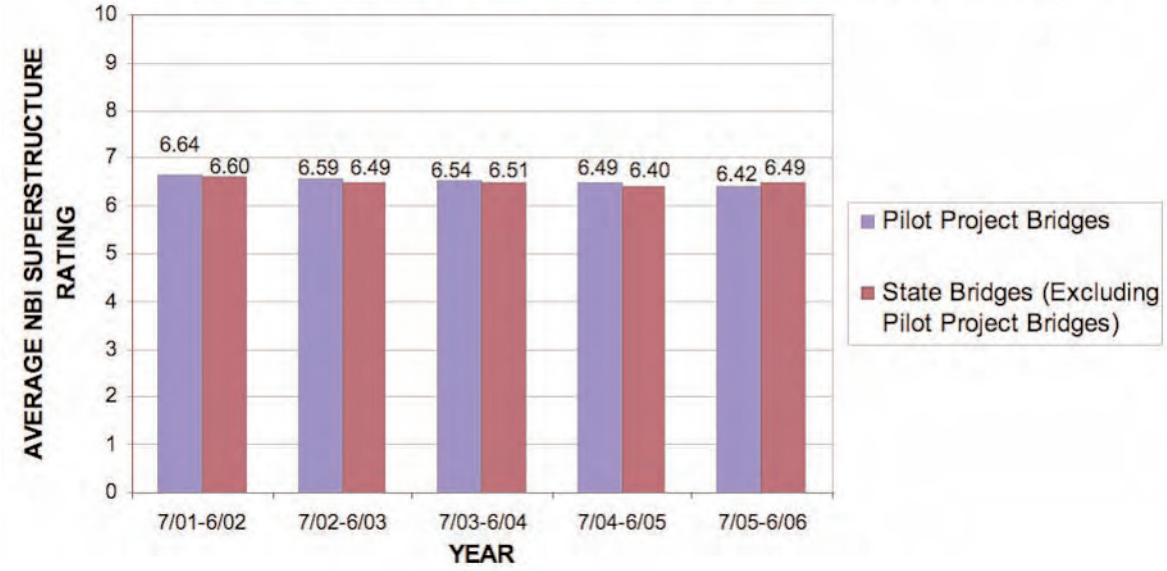


Figure 5 shows average National Bridge Inventory Superstructure Condition Ratings for the pilot project bridges as well as bridges statewide. A rating of 9 indicates an excellent rating while 0 would indicate that the bridge is closed and needs replacement.

FIGURE 6
AVERAGE NATIONAL BRIDGE INVENTORY DECK CONDITION RATING

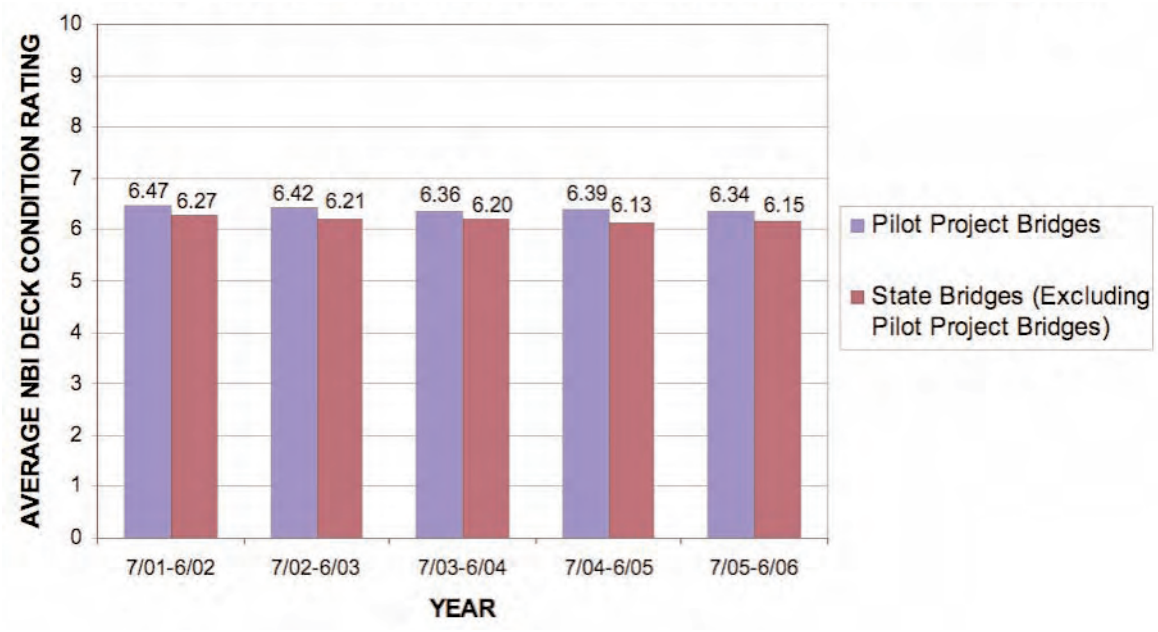
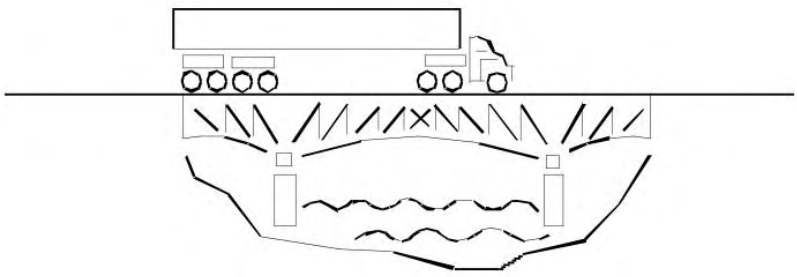
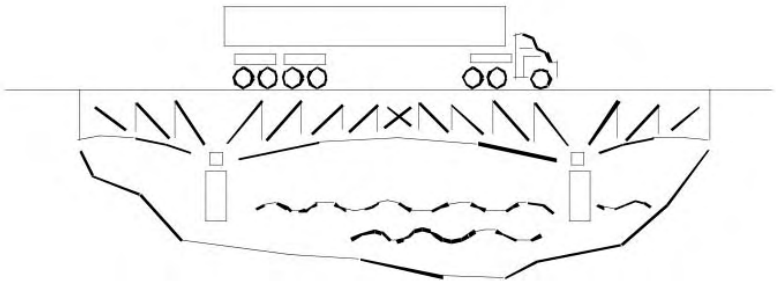


Figure 6 shows average National Bridge Inventory Bridge Deck Ratings for pilot project bridges as well as bridges statewide. A rating of 9 indicates an excellent rating while 0 would indicate a closed bridge.

The effect of truck loads on bridges is dependent not only on the weight of the truck but also on the span length of the bridge. The greatest impact occurs on bridges that are long enough such that the entire truck load can be supported within the clear span of the bridge. In the drawing at the right, the structural members of the bridge do not have to support the full weight of the truck, because the truck is longer than the clear span of the bridge.



However, when the span is longer than the truck (below), the stresses induced in the bridge members are much greater. It is similar to the difference between standing in the middle of a plank that is 4 feet between supports compared with one that has 8 feet between supports. The longer span will flex much more, which induces stresses and can lead to cracking.



An analysis was done on several of the prestressed concrete bridges on the pilot project routes. These bridges were analyzed using the American Association of State Highway and Transportation Officials (AASHTO) Load and Resistance Factor Rating (LRFR) Bridge Code. This bridge rating code provides for rating of bridges for servicea-

bility, that is, to rate a bridge for not only its load capacity but also to look at other effects from truck loads such as bridge longevity and durability.

This analysis shows that the bridges that were analyzed have sufficient load capacity to support gross weights up to 129,000 pounds. However, the prestressed concrete girders of several of the bridges on the pilot project routes crack under gross weights from 105,500 lbs up to 129,000 lbs, which are not limited to only permitted pilot project trucks but also include other heavier annual and single trip permitted trucks. The effects of these cracks that occur in the prestressed bridge girders may shorten the lives of the bridges on the pilot project routes.

It is important to note that since 2003 more than $2.7 million dollars have been spent on bridge rehabilitation and replacement projects on the pilot project routes, while on other non-pilot project routes statewide more than $86.4 million dollars have been spent on new bridges, bridge rehabilitation, and bridge replacement projects. Because bridge condition is positively influenced by this work, it poses a problem in evaluating the effect of the pilot project on bridges similar to that discussed for pavements. Data will continue to be monitored for long-term trends that have not yet become apparent.

FUNCTIONALITY

While the greatest successes in the use of the 129,000 pound tool have resulted from public and private partnerships involving private enterprise, the statutorily designated routes and local units of government, there have also been challenges.

In addition to the success stories, respondents to the survey about the pilot project also noted instances where they either did not pursue a permit to operate on local roads or were not successful in obtaining one. These responses indicated the participants only operated on designated state highways and that some counties would not issue permits because they appear to be apprehensive without neighboring counties participating. County cooperation in issuing permits and approving routes was only pursued on an as-needed basis.

Additional challenges included limited routes with requests for more routes statewide. A request was made by Mastre Farms Inc. to add State Highway 51 from Mt Home to Bruneau. Another was made to add 6/10 of a mile on State Highway 38 to allow Hess Pumice of Malad to use the 129,000 tool after promises from Union Pacific failed to come to fruition. In the case of Hess Pumice, ITD staff worked with locally elected officials to try to find an alternative to the addition of the route to the pilot project, but were unsuccessful.

Respondents indicated that reporting of trips on a daily basis is cumbersome, but respondents can report any time during the three-month permit period.

Both American Ecology and Amalgamated Sugar have indicated their use of 129,000 pound trucks has been limited because of the availability of routes and that their savings could be even greater with a broader range of routing options.

Appendix A

Designated Pilot Project Routes

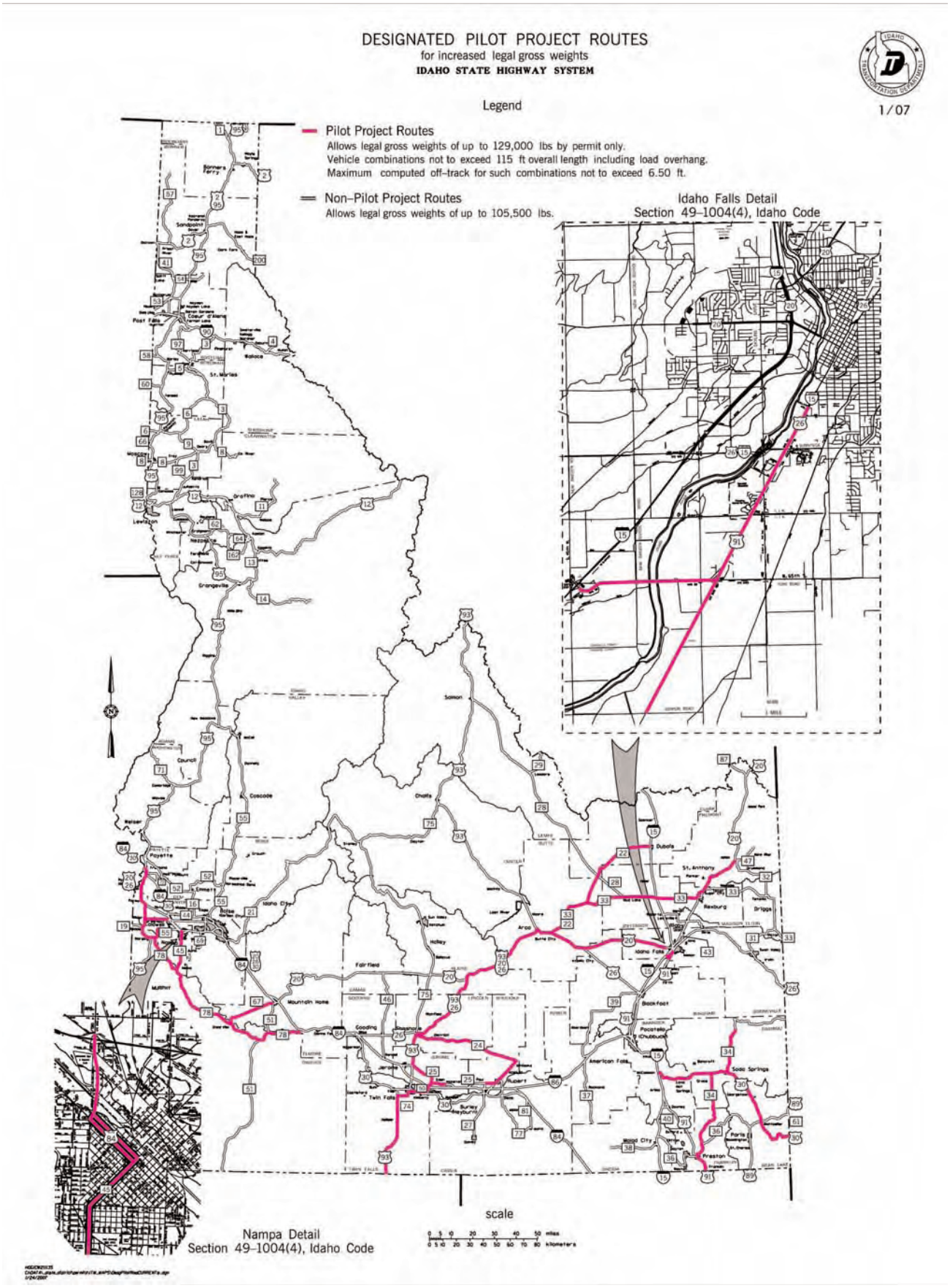

DESIGNATED PILOT PROJECT ROUTES
for increased legal gross weights
IDAHO STATE HIGHWAY SYSTEM
1/07
Legend
Pilot Project Routes
Allows legal gross weights of up to 129,000 lbs by permit only.
Vehicle combinations not to exceed 115 ft overall length including load overhang.
Maximum computed off-track for such combinations not to exceed 6.50 ft.
Non-Pilot Project Routes
Allows legal gross weights of up to 105,500 lbs.
Idaho Falls Detail
Section 49-1004(4), Idaho Code
Nampa Detail
Section 49-1004(4), Idaho Code
scale

TABLE 1

DESIGNATED PILOT PROJECT ROUTES

DETAILED DESCRIPTION

	ROUTE	BEGIN MP	END MP	LENGTH	DESCRIPTION
(a)	US-93	0.000	38.110	38.1	Nevada to SH-74
	SH-74	0.010	0.050	0.0	US-93 to old alignment
	SH-74	0.050	5.068	5.0	New align at US-93 to new alignment south of Twin Falls
	SH-74	0.000	0.129	0.1	New alignment south of Twin Falls
	SH-74	5.155	7.835	2.7	New align south of Twin Falls to US-30 (2nd Ave N & E)
	US-30	217.950	218.674	0.7	2nd Ave W, SH-74 to Blue Lakes & Kimberly (SE bound)
	US-30	217.931	218.674	0.7	2nd Ave N, SH-74 to Blue Lakes & Kimberly (NW bound)
	US-30	218.674	223.545	4.9	Blue Lakes & Kimberly to SH-50
	SH-50	0.000	8.092	8.1	US 30 to SH-25
	SH-25	5.353	19.258	13.9	US-93 to SH-50
	US-93	58.731	73.659	14.9	SH-25 To SH-75
	US-93	165.950	199.270	33.3	SH-75 to begin new alignment
	US-93	199.270	201.684	2.4	New alignment SW of Carey
	US-93	201.850	248.555	46.7	End new alignment to Grand & Front Streets, Arco
	US-20	248.555	256.073	7.5	Grand & Front Streets, Arco to SH-33
	SH-33	0.000	78.236	78.2	US-20 east of Arco to US-20, Rexburg
	US-20	333.190	360.343	27.2	Ramps at IC #333 SH-33 to Ashton City Limits
			TOTAL	284.6	
(b)	US-91	0.000	9.265	9.3	Utah border to SH-34
(c)	I-15B	3.818	4.546	0.7	US-30 to I-15
	US-30	359.493	386.450	27.0	I-15B to SH-34 right (to Grace)
	US-30	386.450	405.496	19.0	SH-34 right (to Grace) to SH-34 left (to Conda)
	US-30	405.496	455.481	50.0	SH-34 to Wyoming
			TOTAL	96.7	
(d)	US-95	26.262	33.345	7.1	SH-55 to new alignment, Homedale
	US-95	33.345	34.642	1.3	New alignment, Homedale
	US-95	34.642	45.440	10.8	New alignment, Homedale to US-95 connector at Jct. US-2
	US-95	45.440	45.640		Old alignment, Jct. US-20
	US-95	45.440	45.509	0.1	US-95 connector to US-20
	US-95	9.492	9.647	0.2	US-20 to old alignment
	US-95	45.640	48.630	3.0	Jct. US-20 to new alignment north of Parma
	US-95	48.630	49.120	0.5	New alignment, Parma
	US-95	49.120	63.070	14.0	End new alignment north of Parma to Fruitland city limits
			TOTAL	36.8	
(e)	SH-19	9.070	19.045	10.0	US-95 to Caldwell city limits
(f)	SH-78	0.000	76.004	76.0	Marsing to SH-51
	SH-51	69.918	76.582	6.7	SH-78 west of Bruneau to SH-78 north of Bruneau
	SH-78	82.680	98.640	16.0	SH-51 to Hammett
			TOTAL	98.6	
(g)	SH-67	0.000	2.740	2.7	SH-78 to new alignment
	SH-67	2.740	3.120	0.4	New alignment north of Grand View
	SH-67	3.230	16.309	13.1	End new alignment to SH-67, Spur Mtn. Home
	SH-67	1.475	8.954	7.5	SH-67 & SH-67 Spur to SH-51, Mtn. Home
			TOTAL	23.7	
(h)	SH-55	0.000	10.614	10.6	US-95 to Farmway Road

TABLE 1

DESIGNATED PILOT PROJECT ROUTES

DETAILED DESCRIPTION

	ROUTE	BEGIN MP	END MP	LENGTH	DESCRIPTION
(i)	SH-25	46.352	50.830	4.5	Paul city limits to new align, Rupert
	SH-25	50.830	51.068		Old Alignment, Rupert
	SH-25	50.830	50.978	0.1	New alignment from old alignment to SH-24
			TOTAL	4.7	
(j)	SH-25	5.353	19.258	13.9	US 93 to SH-50
	SH-25	19.258	26.092	6.8	SH-50 to Hazelton city limits
			TOTAL	20.7	
(k)	SH-24	51.068	52.455	1.4	Jct. SH-25 south of 100S, to Jct. SH-25 north of A Street, Rupert
	SH-24	5.120	67.533	62.4	SH-25, Rupert to US-93
			TOTAL	63.8	
(l)	US-20	256.073	272.000	15.9	SH-33 to US-26
	US-20	263.770	303.512	39.7	US-26 to New Sweden Road
			TOTAL	55.7	
(m)	SH-34	7.620	50.476	42.9	US-91 to US-30
	US-30	386.450	405.496	19.0	SH-34 right (to Grace) to SH-34 left (to Conda)
	SH-34	57.757	78.067	20.3	US-30 to Blackfoot North Access Road
			TOTAL	82.2	
(n)	US-26 (I-15B)	0.170	2.323	2.2	Intersection with 45th West to Jct. US-91
	US-26 (I-15B)	2.323	5.250	2.9	Jct. US-91 to intersection with Gallatin/West 23rd Street
			TOTAL	5.4	
(o)	US-91	120.552	122.866	2.3	Canyon Road to I-15B, Idaho Falls
(p)	SH-22	24.670	68.219	43.5	SH-33 to Dubois city limits
(q)	SH-45	9.740	27.650	17.9	SH-78 to begin one-way (2nd St S), Nampa
	SH-45	27.580	27.650	0.1	3rd Street S, 12th Avenue to I-84B (SE bound)
	SH-45	27.650	27.725	0.1	2nd Street S, 12th Avenue to I-84B (NW bound)
	I-84 Bus	57.935	58.746	0.8	3rd Street S, SH-55 to SH-45 (SE bound)
	I-84 Bus	57.904	58.670	0.8	2nd Street S, SH-55 to SH-45 (NW bound)
	SH-55	18.148	19.308	1.2	Nampa Boulevard, 3rd Street S to I-84 ramps
			TOTAL	20.8	

Appendix B

Pilot Project Routes
Three-year Traffic Volumes

TABLE 2

PILOT PROJECT ROUTES

THREE-YEAR TRAFFIC VOLUMES

	ROUTE	BEGIN MP	END MP	ALL VEHICLES THREE-YEAR TOTAL	ALL TRUCKS THREE-YEAR TOTAL	PILOT PROJECT TRUCKS THREE-YEAR TOTAL
(a)	US-93	0.000	38.110	4,287,578	899,519	66
	SH-74	0.010	0.050	1,899,800	230,160	92
	SH-74	0.050	5.068	1,745,356	220,519	
	SH-74	0.000	0.129	2,305,833	214,102	
	SH-74	5.155	7.835	9,665,846	437,688	
	US-30	217.950	218.674	8,252,943	121,650	557
	US-30	217.931	218.674	7,207,890	149,029	
	US-30	218.674	223.545	12,345,449	1,324,319	
	SH-50	0.000	8.092	3,959,183	877,884	47
	SH-25	5.353	19.258	658,417	71,588	259
	US-93	58.731	73.659	5,536,631	784,000	421
	US-93	165.950	199.270	1,337,899	230,042	586
	US-93	199.270	201.684	935,240	219,200	
	US-93	201.850	248.555	1,267,992	248,802	
	US-20	248.555	256.073	2,349,228	353,645	320
	SH-33	0.000	78.236	1,316,602	239,012	
	US-20	333.190	360.343	7,852,882	1,051,206	4
(b)	US-91	0.000	9.265	6,224,333	456,725	2,477
(c)	I-15B	3.818	4.546	7,883,364	595,755	557
	US-30	359.493	386.450	4,889,375	1,435,159	
	US-30	386.450	405.496	5,496,642	1,202,447	
	US-30	405.496	455.481	3,277,195	1,213,409	
(d)	US-95	26.262	33.345	2,171,739	396,662	57
	US-95	33.345	34.642	3,901,151	458,647	
	US-95	34.642	45.440	4,340,319	448,736	
	US-95	45.440	45.640	949,000	138,700	
	US-95	45.440	45.509	1,937,100	277,780	
	US-95	9.492	9.647	3,762,000	218,880	
	US-95	45.640	48.630	6,213,976	582,886	
	US-95	48.630	49.120	5,136,302	679,520	
	US-95	49.120	63.070	5,334,396	587,353	
(e)	SH-19	9.070	19.045	6,099,884	604,986	-
(f)	SH-78	0.000	76.004	815,061	152,566	13,245
	SH-51	69.918	76.582	1,195,927	111,846	
	SH-78	82.680	98.640	502,302	54,800	
(g)	SH-67	0.000	2.740	1,734,044	99,760	9,061
	SH-67	2.740	3.120	1,680,600	76,720	
	SH-67	3.230	16.309	1,401,523	140,603	
	SH-67	1.475	8.954	12,056,000	350,720	
(h)	SH-55	0.000	10.614	5,532,801	405,917	61

TABLE 2

PILOT PROJECT ROUTES

THREE-YEAR TRAFFIC VOLUMES

	ROUTE	BEGIN MP	END MP	ALL VEHICLES THREE-YEAR TOTAL	ALL TRUCKS THREE-YEAR TOTAL	1290,000 LB TRUCKS THREE-YEAR TOTAL
(i)	SH-25	46.352	50.830	5,650,318	265,433	17,492
	SH-25	50.830	50.978	4,000,200	230,160	
(j)	SH-25	5.353	19.258	658,417	71,588	259
	SH-25	19.258	26.092	1,216,299	71,291	
(k)	SH-24	51.068	52.455	13,855,150	573,184	38,059
	SH-24	5.120	67.533	820,103	97,827	
(l)	US-20	256.073	272.000	1,904,983	235,413	34
	US-20	263.770	303.512	2,102,031	254,187	
(m)	SH-34	7.620	50.476	1,292,451	155,667	557
	US-30	386.450	405.496	5,496,642	1,202,447	
	SH-34	57.757	78.067	1,371,418	163,004	
(n)	US-26 (I-15B)	0.170	2.323	9,575,002	711,188	518
	US-26 (I-15B)	2.323	5.250	15,767,062	1,353,677	
(o)	US-91	120.552	122.866	7,793,859	325,541	518
(p)	SH-22	24.670	68.219	284,514	66,159	253
(q)	SH-45	9.740	27.650	6,575,299	186,109	9,964
	SH-45	27.580	27.650	14,248,000	252,080	
	SH-45	27.650	27.725	15,709,000	383,600	
	I-84 Bus	57.935	58.746	13,444,689	670,737	
	I-84 Bus	57.904	58.670	13,827,343	829,641	
	SH-55	18.148	19.308	27,339,254	1,460,965	

Appendix C

Pavement Condition Data

TABLE 6
PAVEMENT CONDITION DATA

			CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
ROUTE	BEGIN MILEPOST	END MILEPOST	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
I-15B	3.818	4.270	5.0	5.0	5.0	5.0	5.0	3.4	3.5	3.4	3.3	3.3	0.20	0.18	0.08	0.09	0.10
	4.270	4.546	3.0	3.0	3.0	3.0	3.0	2.1	2.2	2.1	2.1	2.8	0.12	0.12	0.10	0.10	0.10
	0.170	1.100	1.4	1.4	1.4	1.4		2.3	1.7	1.8	1.7		0.11	0.18	0.14	0.13	
	1.100	2.207	4.5	4.5	3.0	2.3		2.9	2.7	2.8	2.7		0.14	0.15	0.14	0.17	
	2.207	3.854	5.0	5.0	5.0	5.0		3.5	3.4	3.4	3.4		0.18	0.20	0.15	0.22	
	3.854	4.526	3.5	3.5	2.9	3.3		3.3	3.3	3.1	2.8		0.14	0.21	0.16	0.25	
	4.526	5.104	3.0	4.5	4.5	4.5	4.5	3.2	3.3	3.2	3.3	3.3	0.11	0.13	0.09	0.16	0.13
	5.104	5.250	5.0	5.0	5.0	5.0	5.0	3.3	3.4	3.3	3.2	3.2	0.03	0.06	0.03	0.05	0.06
I-84B	57.935	58.386	4.7	4.7	4.7	4.0	4.0	2.8	2.9	2.9	2.5	2.6	0.07	0.09	0.09	0.08	0.08
	58.386	58.670	5.0	5.0	5.0	4.6	4.6	3.5	3.5	3.4	3.4	3.3	0.29	0.16	0.25	0.19	0.19
	58.370	58.988	4.5	4.5	4.5	4.5	4.5	1.7	1.9	1.9	1.9	1.9	0.13	0.08	0.09	0.10	0.09
	57.904	58.670	4.6	4.6	4.6	4.6	4.6	3.2	2.9	2.8	2.8	2.7	0.09	0.11	0.10	0.08	0.11
SH-19	9.070	13.400	5.0	5.0	5.0	5.0	5.0	3.6	3.7	3.7	3.6	3.7	0.20	0.19	0.22	0.23	0.22
	13.400	14.280	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.5	3.5	0.09	0.08	0.09	0.09	0.10
	14.280	14.600	5.0	5.0	3.6	3.6	3.6	3.0	2.9	2.8	2.9	2.9	0.08	0.09	0.10	0.10	0.08
	14.600	17.481	5.0	5.0	5.0	5.0	5.0	3.9	4.0	4.0	3.9	3.9	0.12	0.11	0.13	0.12	0.11
	17.481	18.795	4.5	4.5	4.5	4.5	4.5	3.5	3.6	3.6	3.5	3.5	0.29	0.35	0.38	0.44	0.28
	18.795	19.045	4.5	4.5	4.5	4.5	4.5	3.2	3.2	3.2	3.1	3.1	0.29	0.35	0.33	0.40	0.30
SH-22	24.670	31.500	2.5	2.5	2.5	2.5	2.5	3.9	3.7	3.7	3.6	3.7	0.05	0.10	0.07	0.10	0.11
	31.500	37.070	3.0	3.0	3.0	3.0	3.0	4.0	3.8	3.9	3.8	3.9	0.03	0.08	0.08	0.11	0.12
	37.070	38.258	2.4	3.4	3.4	3.4	3.4	3.7	3.7	3.9	3.8	3.9	0.04	0.10	0.06	0.09	0.09
	38.258	42.744	2.3	3.3	3.3	3.3	3.3	3.8	3.4	3.5	3.5	3.5	0.08	0.11	0.10	0.12	0.12
	42.744	45.438	2.5	3.0	3.0	3.0	3.0	3.9	3.8	3.8	3.7	3.8	0.09	0.10	0.08	0.11	0.11
	45.438	52.292	3.0	3.0	3.0	3.0	3.0	3.3	3.3	3.3	3.2	3.2	0.17	0.19	0.16	0.19	0.21
	52.292	60.059	2.4	2.4	2.4	2.4	2.4	3.4	3.4	3.4	3.3	3.3	0.27	0.29	0.28	0.30	0.30
	60.059	68.606	5.0	4.8	4.6	4.6	4.6	3.8	3.8	3.8	3.7	3.8	0.13	0.14	0.13	0.16	0.16
SH-24	5.120	5.750	5.0	5.0	5.0	4.7	4.7	2.0	2.1	2.0	2.0	2.1	0.16	0.19	0.18	0.19	0.20
	5.750	6.605	4.6	4.6	4.0	4.0	3.5	3.6	3.5	3.5	3.5	3.4	0.19	0.21	0.18	0.19	0.25
	6.605	9.450	4.7	4.7	4.5	4.2	2.4	3.9	3.9	3.9	3.8	3.8	0.15	0.17	0.17	0.16	0.21
	9.450	12.100	5.0	5.0	5.0	5.0	4.8	3.7	3.7	3.7	3.6	3.5	0.08	0.09	0.08	0.08	0.13
	12.100	17.940	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.6	3.5	3.5	0.17	0.17	0.15	0.14	0.18
	17.940	21.910	2.1	2.1	2.1	2.1	2.1	3.2	3.2	3.3	3.3	3.2	0.11	0.11	0.11	0.08	0.07
	21.910	27.335	2.4	2.2	1.7	1.9	1.9	3.4	3.4	3.4	3.3	3.3	0.11	0.12	0.10	0.09	0.09

TABLE 6
PAVEMENT CONDITION DATA

			CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
ROUTE	BEGIN MILEPOST	END MILEPOST	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
SH-24 (Cont'd)	27.335	28.434	2.4	2.2	1.7	5.0	3.8	3.4	3.4	3.4	3.5	3.4	0.11	0.12	0.10	0.03	0.04
	28.434	32.259	2.4	2.2	1.7	1.9	1.9	3.4	3.4	3.4	3.4	3.3	0.11	0.12	0.10	0.09	0.08
	32.259	36.446	3.0	3.0	1.9	1.9	1.9	3.5	3.6	3.5	3.5	3.4	0.12	0.11	0.11	0.09	0.09
	36.446	44.781	2.5	2.5	2.3	1.9	1.9	3.5	3.5	3.5	3.5	3.5	0.13	0.12	0.11	0.10	0.11
	44.781	50.693	5.0	5.0	4.6	4.4	4.4	3.7	3.6	3.6	3.7	3.7	0.05	0.06	0.05	0.04	0.05
	50.693	54.310	3.5	3.5	3.5	3.5	3.5	3.1	3.2	3.2	3.2	3.2	0.19	0.18	0.13	0.15	0.16
	51.068	51.210	2.3	2.3	2.3	3.0	3.0	2.3	2.6	2.8	2.7	2.9	0.23	0.27	0.35	0.32	0.38
	51.210	51.900	5.0	5.0	5.0	5.0	5.0	3.3	3.3	3.3	3.3	3.3	0.40	0.37	0.41	0.34	0.37
	51.900	52.455	5.0	5.0	4.0	4.0	4.0	3.4	3.4	3.4	3.4	3.4	0.33	0.34	0.41	0.36	0.39
	54.310	60.250	3.0	3.0	3.0	3.0	3.0	3.3	3.2	3.2	3.3	3.3	0.18	0.20	0.16	0.15	0.17
	60.250	62.650	4.0	4.0	2.4	2.4	1.9	3.5	3.5	3.5	3.4	3.4	0.12	0.11	0.11	0.11	0.11
	62.650	64.975	3.2	3.0	1.9	5.0	4.5	3.4	3.4	3.4	3.5	3.4	0.10	0.09	0.08	0.02	0.03
	64.975	66.916	3.2	3.0	1.9	1.9	1.9	3.4	3.4	3.4	3.4	3.3	0.10	0.09	0.08	0.07	0.08
	66.916	67.533	5.0	5.0	5.0	5.0	5.0	3.7	3.0	2.9	2.9	3.0	0.16	0.12	0.13	0.15	0.09
SH-25	5.353	8.403	2.9	2.9	2.9	2.8	1.9	3.2	3.2	3.2	3.2	2.9	0.50	0.41	0.50	0.52	0.45
	8.403	10.420	2.9	2.9	2.4	2.4	1.9	3.4	3.3	3.4	3.4	3.4	0.30	0.25	0.28	0.34	0.32
	10.420	14.600	5.0	5.0	5.0	5.0	5.0	3.6	3.5	3.5	3.5	3.5	0.06	0.08	0.07	0.08	0.07
	14.600	18.000	5.0	5.0	5.0	5.0	5.0	3.6	3.5	3.5	3.5	3.5	0.05	0.08	0.06	0.06	0.06
	18.000	19.112	2.0	1.9	1.5	1.5	1.5	3.1	3.0	3.0	2.9	2.5	0.26	0.28	0.27	0.28	0.29
	19.112	24.368	3.0	1.9	1.6	1.6	1.6	3.1	3.0	3.1	3.0	2.7	0.27	0.28	0.27	0.29	0.29
	24.368	26.092	3.0	1.9	1.5	1.5	1.5	3.1	3.0	3.0	2.9	2.7	0.24	0.25	0.24	0.25	0.23
	46.352	46.410	2.5	2.5	2.4	2.2	1.9	2.2	2.1	2.0	2.2	2.1	0.28	0.41	0.31	0.35	0.38
	46.410	50.665	4.0	3.9	3.9	2.7	1.9	3.4	3.4	3.3	3.3	3.3	0.15	0.18	0.17	0.19	0.18
	50.665	50.830	5.0	5.0	5.0	4.5	3.5	2.7	2.7	2.7	3.3	3.3	0.13	0.13	0.13	0.19	0.19
	50.830	50.978		4.5	4.5	4.5	4.4		2.7	3.3	3.3	3.3		0.13	0.17	0.19	0.18
SH-33	0.000	8.627	5.0	5.0	4.6	4.6	4.6	3.6	3.6	3.5	3.5	3.5	0.15	0.15	0.14	0.16	0.14
	8.627	17.000	5.0	5.0	5.0	5.0	5.0	3.5	3.4	3.4	3.4	3.4	0.14	0.13	0.12	0.13	0.12
	17.000	20.500	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.4	3.4	3.4	0.11	0.12	0.10	0.11	0.09
	20.500	24.680	5.0	4.0	4.0	4.0	4.0	3.5	3.5	3.4	3.5	3.5	0.03	0.04	0.04	0.04	0.04
	24.680	29.070	4.8	4.8	4.8	4.2	4.0	3.2	3.4	3.3	3.3	3.4	0.05	0.05	0.05	0.05	0.05
	29.070	33.276	2.2	2.2				2.7	2.6				0.11	0.11			
	29.070	34.000			5.0	5.0	5.0			3.5	3.6	3.7			0.09	0.09	0.09
	33.276	34.000	3.0	3.0				2.6	2.2				0.22	0.21			

TABLE 6
PAVEMENT CONDITION DATA

ROUTE	BEGIN MILEPOST	END MILEPOST	CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
			2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
SH-33 (Cont'd)	34.000	38.477	1.8	1.8	5.0	5.0	5.0	2.6	2.3	3.6	3.7	3.7	0.38	0.48	0.32	0.09	0.08
	38.477	43.620	2.5	2.5	2.4	2.4	2.4	2.8	2.7	2.9	2.9	3.0	0.27	0.32	0.27	0.26	0.23
	43.620	44.730	4.8	4.5	4.5	4.5	4.5	3.6	3.6	3.6	3.7	3.6	0.04	0.04	0.04	0.05	0.05
	44.730	51.708	4.4	4.0	4.0	4.0	4.0	3.5	3.5	3.4	3.5	3.5	0.12	0.10	0.10	0.11	0.11
	51.708	58.911	4.8	4.8	4.6	4.6	4.6	3.7	3.7	3.6	3.7	3.7	0.07	0.06	0.06	0.06	0.08
	58.911	66.044	2.8	2.8	2.4	2.4	2.4	3.2	3.1	3.0	3.0	3.1	0.29	0.30	0.29	0.28	0.33
	66.044	69.803	3.3	3.3	2.7	2.7	2.7	3.6	3.4	3.3	3.4	3.4	0.16	0.19	0.18	0.21	0.21
	69.803	73.436	3.3	3.3	2.9	2.9	2.9	3.6	3.5	3.5	3.5	3.5	0.08	0.10	0.11	0.12	0.13
	73.436	77.858	1.9	1.9	1.8	1.8	1.8	2.8	2.5	2.5	2.3	2.6	0.26	0.25	0.23	0.28	0.26
	77.858	78.236	2.0	2.0	2.0	2.0	5.0	2.6	2.7	2.6	2.6	2.9	0.21	0.29	0.30	0.30	0.11
SH-34	7.620	8.560	4.2	4.2	4.2	4.2	4.2	3.1	3.0	3.0	2.9	3.0	0.21	0.20	0.20	0.19	0.20
	8.560	11.660	4.9	4.5	3.9	3.9	3.9	3.4	3.5	3.4	3.4	3.3	0.20	0.20	0.22	0.21	0.19
	11.660	13.315	5.0	4.5	4.5	4.5	3.0	3.4	3.4	3.3	3.4	3.3	0.04	0.04	0.04	0.05	0.04
	13.315	14.000	5.0	5.0	5.0	5.0	4.6	3.5	3.5	3.5	3.5	3.5	0.04	0.03	0.03	0.05	0.04
	14.000	17.640	3.0	2.4	2.0	2.0	2.0	3.4	3.4	3.4	3.4	3.4	0.11	0.10	0.13	0.16	0.14
	17.640	19.000	4.8	4.8	4.7	3.9	3.9	3.4	3.4	3.4	3.4	3.3	0.03	0.06	0.04	0.05	0.04
	19.000	21.000	2.4	2.4	2.4	2.4	2.3	3.3	3.4	3.3	3.5	3.3	0.12	0.07	0.09	0.11	0.09
	21.000	21.137	2.2	2.2	2.2	2.2	2.2	3.4	3.4	3.4	3.6	3.4	0.22	0.13	0.14	0.19	0.10
	21.137	29.000	4.0	4.0	4.0	3.8	3.8	2.6	2.7	2.6	2.6	2.6	0.11	0.11	0.12	0.11	0.10
	29.000	35.280	5.0	4.8	4.8	4.6	4.6	3.4	3.5	3.4	3.4	3.4	0.10	0.10	0.10	0.11	0.09
	35.280	40.200	5.0	4.8	4.8	4.4	4.4	3.4	3.4	3.4	3.4	3.4	0.12	0.11	0.11	0.13	0.12
	40.200	44.358	5.0	5.0	4.8	4.8	4.8	3.7	3.7	3.7	3.6	3.6	0.17	0.16	0.17	0.17	0.18
	44.358	44.750	5.0	5.0	5.0	5.0	5.0	3.7	3.7	3.8	3.7	3.7	0.23	0.23	0.24	0.25	0.23
	44.750	45.332	5.0	5.0	5.0	4.8	4.8	3.8	3.8	3.8	3.7	3.7	0.16	0.16	0.17	0.17	0.16
	45.332	45.811	5.0	5.0	5.0	5.0	5.0	3.2	3.3	3.2	3.1	3.1	0.21	0.20	0.21	0.15	0.17
	45.811	46.028	5.0	5.0	5.0	5.0	5.0	3.7	3.7	3.7	3.6	3.6	0.15	0.11	0.15	0.11	0.10
	46.028	50.476	5.0	4.7	4.7	4.0	4.0	3.5	3.6	3.5	3.5	3.4	0.19	0.16	0.18	0.17	0.16
	57.757	58.052	1.9	1.8	1.8	1.8	1.8	2.1	1.8	1.9	1.7	1.7	0.09	0.09	0.09	0.12	0.06
	58.052	59.203	5.0	5.0	5.0	5.0	5.0	3.1	3.1	3.1	3.0	3.0	0.10	0.10	0.10	0.11	0.12
	59.203	59.795	1.8	1.8	1.8	1.7	1.7	2.6	2.6	2.5	2.5	2.5	0.17	0.18	0.19	0.19	0.18
	59.795	63.549	2.4	2.4	2.4	2.4	2.4	2.7	2.7	2.7	2.7	2.8	0.20	0.23	0.23	0.22	0.22
	63.549	70.470	2.0	2.0	1.9	1.9	1.9	3.0	3.0	3.0	2.9	2.9	0.24	0.25	0.25	0.25	0.23
	70.470	76.748	1.7	1.7	1.7			2.4	2.4	2.4			0.34	0.34	0.35		

Table 6
Pavement Condition Data

ROUTE	BEGIN MILEPOST	END MILEPOST	CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
			2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
SH-34	70.470	82.000				5.0	5.0				3.4	3.3				0.18	0.06
(Cont'd)	76.748	80.000	1.7	1.7	1.7			2.6	2.5	2.5			0.27	0.28	0.29		
SH-45	9.740	10.383	5.0	3.5	2.4	2.0	2.0	3.2	3.1	3.1	3.1	3.2	0.16	0.15	0.15	0.15	0.12
	10.383	12.025	4.0	3.2	3.0	3.0	3.0	3.4	3.4	3.4	3.3	3.3	0.10	0.09	0.10	0.11	0.12
	12.025	13.180	4.1	4.1	3.6	3.6	3.6	3.3	3.3	3.3	3.3	3.1	0.10	0.08	0.09	0.10	0.10
	13.180	14.172	5.0	5.0	4.7	4.7	4.7	3.4	3.4	3.4	3.4	3.4	0.10	0.10	0.12	0.13	0.13
	14.172	22.209	4.8	4.8	4.8	2.2	2.2	3.6	3.6	3.6	3.6	3.6	0.12	0.12	0.13	0.14	0.17
	22.209	23.714	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.7	3.7	3.7	0.14	0.13	0.07	0.09	0.14
	23.714	25.258	5.0	5.0	5.0	4.6	4.6	3.8	3.8	3.8	3.7	3.7	0.14	0.13	0.10	0.11	0.12
	25.258	26.109	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.1	0.15	0.13	0.14	0.14	0.19
	26.109	26.780	5.0	5.0	5.0	5.0	5.0	3.2	3.2	3.2	3.1	3.0	0.09	0.08	0.10	0.10	0.20
	26.780	27.289	4.5	4.5	5.0	5.0	5.0	3.0	3.0	3.4	3.4	3.4	0.18	0.31	0.06	0.06	0.10
	27.289	27.725	4.5	4.5	5.0	5.0	5.0	2.6	2.6	3.3	3.3	3.0	0.37	0.39	0.10	0.12	0.15
	27.580	27.650	4.5	4.5	5.0	5.0	5.0	2.6	2.6	3.3	3.3	3.0	0.37	0.39	0.10	0.12	0.15
SH-50	0.000	3.955	4.2	4.0	3.4	2.4	5.0	3.6	3.7	3.7	3.7	3.7	0.21	0.19	0.17	0.19	0.05
	3.955	4.792	4.8	4.7	4.1	4.0	5.0	2.6	2.7	2.5	3.0	3.3	0.15	0.15	0.17	0.15	0.06
	4.792	5.100	4.0	5.0	5.0	5.0	5.0	2.6	3.3	3.4	3.3	3.7	0.07	0.06	0.06	0.06	0.06
	5.100	8.092	1.9	5.0	5.0	5.0	5.0	2.5	3.8	3.8	3.8	3.8	0.39	0.06	0.08	0.09	0.08
SH-51	69.918	71.456	5.0	5.0	5.0	5.0	5.0	3.4	3.5	3.5	3.5	3.4	0.13	0.12	0.12	0.13	0.13
	71.456	76.582	5.0	5.0	5.0	5.0	5.0	3.7	3.8	3.8	3.8	3.8	0.08	0.07	0.07	0.08	0.09
SH-55	0.000	1.648	5.0	5.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.19	0.20	0.20	0.24	0.23
	1.648	2.289	5.0	5.0	5.0	5.0	5.0	3.4	3.5	3.4	3.5	3.5	0.15	0.17	0.17	0.20	0.20
	2.289	2.650	4.8	4.8	4.8	4.8	4.8	2.4	3.1	3.1	3.0	2.9	0.13	0.15	0.14	0.15	0.08
	2.650	3.838	1.7	1.5	1.5	1.5	1.5	2.4	2.2	2.3	2.5	2.5	0.17	0.16	0.16	0.16	0.16
	3.838	6.370	1.8	1.6	1.6	1.6	5.0	2.3	2.4	2.2	2.2	3.8	0.26	0.21	0.26	0.26	0.24
	6.370	11.621	2.4	2.4	2.4	2.4	2.3	3.1	3.0	3.0	2.9	3.1	0.11	0.14	0.14	0.16	0.15
	18.148	18.529	2.8	2.8	2.4	2.4	2.4	1.9	1.6	1.8	1.7	1.7	0.09	0.14	0.13	0.14	0.14
	18.529	19.308	3.5	3.5	3.5	3.5	3.5	3.3	3.3	3.2	3.1	3.0	0.22	0.24	0.27	0.24	0.24
	18.529	19.308	3.5	3.5	3.1	3.1	3.1	3.4	3.6	3.6	3.5	3.5	0.09	0.10	0.08	0.10	0.10
SH-67	0.000	0.852	2.4	2.4	5.0	5.0	5.0	2.7	2.7	3.3	3.2	3.1	0.21	0.18	0.19	0.03	0.07
	0.852	2.740	5.0	5.0	5.0	5.0	5.0	3.5	3.7	4.1	4.0	3.9	0.06	0.08	0.10	0.10	0.08
	2.740	3.120	5.0	5.0	5.0	5.0	5.0	4.1	4.1	4.1	4.0	4.0	0.10	0.07	0.09	0.07	0.07
	3.230	4.100	2.5	5.0	5.0	5.0	5.0	3.5	3.7	3.6	3.6	4.0	0.11	0.10	0.14	0.11	0.07

TABLE 6
PAVEMENT CONDITION DATA

			CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
ROUTE	BEGIN MILEPOST	END MILEPOST	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
SH-67 (Cont'd)	4.100	4.700	2.4	2.4	5.0	5.0	5.0	3.3	3.3	3.2	3.5	3.5	0.27	0.28	0.27	0.03	0.04
	4.700	16.309	2.4	2.4	5.0	5.0	5.0	3.3	3.3	3.2	3.5	3.5	0.27	0.28	0.03	0.03	0.04
	1.475	8.954	2.3	2.2	5.0	5.0	5.0	3.2	3.1	3.4	3.7	3.6	0.09	0.09	0.07	0.15	0.16
SH-74	0.010	0.050	4.0	4.0	4.0	4.0	4.0	2.5	3.8	3.8	3.8	3.8	0.39	0.06	0.08	0.09	0.08
	0.050	4.648	4.5	4.5	4.3	4.3	4.0	3.3	3.3	3.3	3.3	3.3	0.14	0.14	0.13	0.13	0.13
	4.648	5.068	4.5	4.5	4.5	4.5	4.5	3.2	3.3	3.3	3.3	3.2	0.20	0.20	0.19	0.20	0.19
	0.000	0.129	4.5	4.5	4.5	4.5	4.5	1.8	2.0	1.9	1.5	1.6	0.17	0.16	0.14	0.18	0.17
	5.155	6.116	4.5	4.5	4.5	4.5	4.5	3.3	3.3	3.3	3.3	3.2	0.18	0.19	0.18	0.20	0.20
	6.116	6.888	4.5	4.5	4.5	4.4	4.4	3.3	3.3	3.3	3.3	3.3	0.24	0.24	0.24	0.25	0.25
	6.888	7.307	3.8	2.9	2.9	2.9	2.0	2.3	2.3	2.2	2.1	2.3	0.12	0.11	0.12	0.12	0.10
	7.307	7.835	3.5	3.5	5.0	5.0	5.0	1.3	1.3	2.4	2.5	2.4	0.15	0.13	0.11	0.13	0.13
SH-78	0.000	8.000	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6	3.6	0.10	0.09	0.10	0.11	0.09
	8.000	12.000	5.0	5.0	5.0	5.0	4.5	3.6	3.6	3.7	3.7	3.5	0.11	0.11	0.10	0.12	0.10
	12.000	16.000	5.0	5.0	5.0	5.0	4.7	3.4	3.4	3.5	3.4	3.4	0.09	0.08	0.08	0.09	0.09
	16.000	19.775	5.0	5.0	5.0	5.0	5.0	3.3	3.4	3.4	3.4	3.3	0.08	0.08	0.09	0.09	0.08
	19.775	26.000	5.0	5.0	4.0	3.7	3.4	3.3	3.3	3.2	3.1	3.0	0.13	0.13	0.16	0.18	0.18
	26.000	29.158	5.0	5.0	1.9	1.9	1.9	3.6	3.5	3.3	3.1	2.9	0.15	0.15	0.20	0.24	0.26
	29.158	36.750	5.0	5.0	4.7	4.7	4.7	3.6	3.6	3.6	3.6	3.6	0.08	0.07	0.08	0.08	0.09
	36.750	42.000	5.0	5.0	4.6	4.6	4.6	3.5	3.5	3.4	3.5	3.4	0.07	0.07	0.07	0.08	0.09
	42.000	52.000	5.0	5.0	5.0	5.0	4.9	3.3	3.4	3.3	3.3	3.2	0.13	0.12	0.09	0.11	0.09
	52.000	55.000	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.6	3.6	3.5	0.07	0.06	0.06	0.07	0.05
	55.000	61.326	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.5	0.12	0.10	0.10	0.11	0.11
	61.326	63.000	5.0	5.0	5.0	5.0	5.0	3.3	3.3	3.3	3.2	3.2	0.14	0.12	0.12	0.13	0.14
	63.000	67.000	4.9	4.9	4.9	4.9	4.9	3.5	3.5	3.5	3.4	3.4	0.15	0.14	0.15	0.15	0.16
	67.000	76.004	5.0	5.0	5.0	5.0	5.0	3.5	3.6	3.6	3.5	3.5	0.11	0.09	0.10	0.10	0.10
	82.680	82.900	5.0	5.0	5.0	5.0	5.0	2.5	2.6	2.5	2.5	2.5	0.08	0.06	0.08	0.07	0.07
	82.900	90.500	5.0	5.0	5.0	5.0	5.0	3.2	3.2	3.2	3.2	3.2	0.06	0.05	0.05	0.06	0.05
	90.500	94.664	5.0	5.0	5.0	5.0	5.0	3.5	3.5	3.5	3.5	3.4	0.05	0.04	0.04	0.06	0.06
	94.664	98.640	5.0	5.0	5.0	5.0	5.0	3.3	3.3	3.3	3.3	3.3	0.06	0.07	0.05	0.06	0.05
US-20	248.555	248.808	2.3	2.3	5.0	5.0	5.0	1.8	1.7	2.9	3.2	3.2	0.32	0.32	0.13	0.1	0.18
	248.808	249.091	2.3	2.3	5.0	5.0	5.0	2.7	2.6	3.6	3.7	3.7	0.29	0.31	0.07	0.09	0.09
	249.091	252.900			5.0	5.0	5.0			3.6	3.7	3.7			0.09	0.13	0.12
	249.091	253.900	2.0	2.0				2.8	2.7				0.29	0.31			

TABLE 6
PAVEMENT CONDITION DATA

ROUTE	BEGIN MILEPOST	END MILEPOST	CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
			2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
US-20 (Cont'd)	252.900	253.900			5.0	2.5	2.5			3.1	3.2	3.1			0.13	0.18	0.17
	253.900	256.073	2.9	2.9	2.4	2.4	2.4	3.4	3.4	3.2	3.3	3.4	0.22	0.23	0.20	0.25	0.24
	256.073	265.043	3.2	3.2	2.4	2.4	2.4	3.3	3.2	3.1	3.1	3.3	0.18	0.20	0.14	0.21	0.22
	265.043	272.000	3.2	3.2	2.9	2.9	2.5	3.1	3.0	3.0	2.9	3.0	0.26	0.26	0.29	0.31	0.30
	263.770	267.426	3.3	3.3	2.5	2.4	2.4	2.7	2.6	2.6	2.5	2.7	0.25	0.25	0.24	0.29	0.28
	267.426	276.044	2.9	2.9	2.8	2.8	2.4	2.9	2.8	2.8	2.7	2.8	0.20	0.21	0.19	0.25	0.23
	276.044	282.837	3.3	3.3	3.3	3.3	3.2	2.9	2.8	2.8	2.7	2.8	0.18	0.19	0.15	0.18	0.19
	282.837	284.000	4.0	3.9	3.3	3.3	3.3	3.2	3.2	3.1	3.1	3.3	0.07	0.07	0.07	0.07	0.06
	284.000	288.700	4.7	4.6	4.4	4.3	4.3	3.3	3.3	3.2	3.2	3.4	0.06	0.06	0.07	0.07	0.06
	288.700	291.000	4.8	4.8	4.0	4.0	4.0	3.4	3.3	3.3	3.3	3.4	0.06	0.06	0.05	0.08	0.07
	291.000	294.000	4.5	4.5	3.0	2.9	2.9	3.2	3.2	3.2	3.1	3.2	0.05	0.05	0.05	0.06	0.07
	294.000	301.105	5.0	5.0	5.0	5.0	5.0	3.3	3.2	3.2	3.2	3.3	0.13	0.13	0.11	0.15	0.14
	301.105	301.350	2.9	2.9	2.9	2.9	2.9	3.3	3.2	3.4	3.4	3.4	0.08	0.10	0.08	0.11	0.08
	301.350	303.600	5.0	5.0	5.0	5.0	5.0	3.8	3.8	3.6	3.6	3.8	0.14	0.17	0.11	0.19	0.17
	331.427	333.435	4.4	4.4	4.4	4.4	4.4	3.7	3.7	3.5	3.5	3.5	0.02	0.03	0.03	0.03	0.02
	331.427	333.435	4.1	3.9	3.5	3.4	3.4	3.7	3.8	3.7	3.6	3.7	0.02	0.03	0.03	0.03	0.02
	333.435	334.438	4.5	4.5	2.7	2.7	2.7	3.4	3.2	3.3	3.3	3.3	0.02	0.02	0.03	0.03	0.02
	333.435	334.438	4.0	2.8	2.8	2.8	2.8	3.5	3.2	3.2	3.2	3.2	0.03	0.04	0.03	0.04	0.03
	334.438	334.984	3.5	3.5	3.5	3.5	3.5	3.4	3.5	3.4	3.4	3.5	0.02	0.02	0.03	0.02	0.01
	334.438	334.984	3.5	3.5	3.5	3.5	3.5	3.5	3.6	3.6	3.7	3.8	0.03	0.04	0.03	0.03	0.06
	334.984	335.361	4.5	4.5	3.5	3.5	3.5	3.4	3.5	3.4	3.4	3.4	0.02	0.02	0.03	0.01	0.01
	334.984	335.361	4.0	3.1	3.1	3.1	3.0	3.6	3.6	3.6	3.7	3.4	0.02	0.03	0.01	0.03	0.04
	335.361	336.859	4.5	4.5	3.5	3.3	3.3	3.0	3.5	3.5	3.6	3.5	0.03	0.03	0.04	0.03	0.03
	335.361	336.859	3.5	3.5	3.5	3.5	3.5	2.6	2.8	3.6	3.5	3.7	0.04	0.05	0.02	0.03	0.03
	336.859	338.165	1.8	1.8	1.8	1.8	1.8	2.5	3.3	3.6	3.7	3.7	0.07	0.04	0.05	0.04	0.04
	336.859	338.165	2.3	2.0	2.0	2.0	2.0	2.2	2.2	3.8	3.8	3.9	0.05	0.04	0.05	0.06	0.06
	338.165	338.332	1.9	1.9	1.9	1.9	1.9	3.1	3.4	3.7	3.9	3.9	0.07	0.07	0.06	0.05	0.08
	338.165	338.332	2.0	1.9	1.9	1.9	1.9	2.2	2.4	4.0	3.9	4.0	0.05	0.05	0.05	0.06	0.06
	338.332	338.927	2.0	2.0	2.0	2.0	2.0	2.4	3.2	3.5	3.6	3.6	0.08	0.05	0.06	0.06	0.06
	338.332	338.927	1.9	1.7	1.7	1.7	1.7	2.3	2.2	3.7	3.7	3.8	0.08	0.08	0.05	0.06	0.05
	338.927	340.080	1.5	1.5	1.5	1.5	1.5	2.4	3.3	3.6	3.7	3.7	0.06	0.06	0.05	0.05	0.05
	338.927	340.080	2.0	2.0	1.6	1.6	1.6	2.4	2.4	3.8	3.8	3.8	0.07	0.07	0.04	0.05	0.04
	340.080	343.350	3.0	2.4	2.4	2.4	2.4	3.6	3.5	3.4	3.4	3.4	0.19	0.21	0.20	0.20	0.23

TABLE 6
PAVEMENT CONDITION DATA

			CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
ROUTE	BEGIN MILEPOST	END MILEPOST	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
US-20 (Cont'd)	340.080	343.350	3.6	3.2	3.0	3.0	2.6	2.9	3.0	3.6	4.0	4.1	0.04	0.04	0.08	0.07	0.08
	343.350	344.308	4.1	3.7	3.7	2.4	2.3	2.8	2.8	2.8	3.5	3.6	0.05	0.04	0.04	0.05	0.06
	343.350	344.308	4.3	2.3	2.3	2.3	2.3	2.7	3.0	3.0	3.7	3.9	0.02	0.05	0.07	0.06	0.06
	344.308	345.357	3.5	3.0	2.3	2.2	2.2	3.0	3.0	3.0	3.7	3.9	0.04	0.05	0.04	0.04	0.05
	344.308	345.357	3.3	2.4	2.4	2.4	2.4	2.7	2.8	2.8	3.8	4.0	0.04	0.04	0.04	0.03	0.04
	345.357	345.833	4.2	2.4	2.4	2.3	2.3	2.9	3.0	3.0	3.6	3.8	0.03	0.02	0.02	0.04	0.02
	345.357	345.833	3.4	3.0	2.4	2.4	2.4	3.0	2.9	3.0	3.8	4.0	0.05	0.04	0.04	0.02	0.02
	345.833	348.082	2.0	2.0	2.0	2.0	1.9	2.4	2.4	2.4	3.4	3.6	0.04	0.05	0.06	0.05	0.05
	345.833	348.082	1.8	1.8	1.8	1.8	1.8	2.4	2.4	2.5	3.5	3.7	0.07	0.07	0.08	0.06	0.05
	349.000	352.938	2.3	2.3	5.0	5.0	5.0	2.4	2.2	2.9	3.6	3.7	0.30	0.38	0.25	0.08	0.11
	349.000	352.938	2.0	2.0	1.8	1.8	1.7	2.7	2.6	2.6	2.5	2.5	0.28	0.32	0.33	0.33	0.35
	352.938	360.343	2.1	2.1	2.1	5.0	5.0	3.1	3.0	3.0	3.6	3.4	0.25	0.27	0.25	0.05	0.06
US-30	217.314	218.197	4.5	4.5	4.5	4.5	4.5	3.2	3.1	3.1	3.1	3.0	0.10	0.11	0.10	0.11	0.11
	218.197	218.570	5.0	5.0	4.5	4.5	4.5	3.3	3.3	3.2	3.2	3.1	0.17	0.17	0.18	0.18	0.15
	218.570	218.674	1.5	1.5	5.0	5.0	5.0	3.5	3.4	3.4	3.4	3.3	0.15	0.15	0.15	0.15	0.15
	217.594	217.948	4.0	4.0	4.0	4.0	4.0	3.6	3.5	3.5	3.4	3.4	0.11	0.09	0.09	0.07	0.09
	217.948	218.298	4.0	4.0	4.0	4.0	4.0	3.6	2.9	2.7	2.9	2.6	0.13	0.15	0.15	0.15	0.16
	218.298	218.674	4.5	4.5	4.5	4.5	4.5	2.1	3.3	3.3	3.1	3.0	0.12	0.13	0.12	0.09	0.14
	218.674	219.676	2.4	1.5	5.0	5.0	5.0	2.7	1.6	3.5	3.4	3.1	0.45	0.30	0.12	0.14	0.12
	219.676	220.668	2.5	2.4	5.0	5.0	5.0	3.2	3.1	3.0	3.2	2.8	0.35	0.38	0.38	0.05	0.06
	219.676	220.668	2.4	2.4	5.0	5.0	5.0	3.2	3.1	3.0	3.2	2.8	0.35	0.38	0.38	0.05	0.06
	220.668	223.553	4.5	4.5	4.5	4.5	5.0	3.4	3.4	3.5	3.5	3.7	0.18	0.26	0.28	0.18	0.08
	359.493	360.704	5.0	5.0	5.0	4.8	4.8	3.1	3.2	3.1	3.1	3.1	0.08	0.07	0.05	0.06	0.06
	360.704	365.268	5.0	5.0	5.0	4.0	4.0	3.5	3.5	3.5	3.5	3.6	0.05	0.05	0.05	0.06	0.06
	365.268	371.497	4.0	4.0	3.6	2.4	2.4	3.5	3.5	3.5	3.4	3.3	0.15	0.18	0.17	0.19	0.16
	371.497	373.353	5.0	5.0	5.0	4.8	4.8	3.4	3.4	3.3	3.3	3.2	0.18	0.19	0.22	0.24	0.22
	373.353	375.827	5.0	5.0	5.0	4.7	4.7	3.6	3.6	3.6	3.6	3.6	0.21	0.21	0.20	0.20	0.20
	375.827	378.390	5.0	5.0	5.0	3.9	3.9	3.4	3.4	3.4	3.5	3.4	0.10	0.14	0.15	0.17	0.13
	378.390	387.020	3.2	2.9	2.9	2.4	2.4	3.3	3.3	3.2	3.1	3.2	0.28	0.28	0.31	0.33	0.30
	398.980	399.200	5.0	5.0	5.0	5.0	5.0	3.7	3.7	3.8	3.8	3.8	0.07	0.06	0.06	0.05	0.06
	399.200	404.366	5.0	5.0	5.0	5.0	5.0	3.5	3.6	3.5	3.5	3.6	0.09	0.09	0.11	0.12	0.10
	404.366	405.050	4.0	4.0	4.0	3.8	3.8	3.5	3.5	3.5	3.4	3.4	0.12	0.12	0.14	0.12	0.09
	405.050	405.496	4.7	4.7	4.7	2.9	2.9	2.8	2.9	2.8	2.8	2.9	0.19	0.31	0.31	0.32	0.27

TABLE 6
PAVEMENT CONDITION DATA

			CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
ROUTE	BEGIN MILEPOST	END MILEPOST	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
US-30 (Cont'd)	405.496	406.480	4.6	4.6	4.6	3.9	3.9	3.2	3.2	3.3	3.1	3.2	0.21	0.22	0.23	0.29	0.19
	406.480	406.786	5.0	5.0	5.0	4.3	4.3	2.8	2.7	2.6	2.4	2.6	0.20	0.17	0.21	0.21	0.10
	406.786	413.000	4.5	4.5	4.5	4.0	4.0	3.9	3.9	3.7	3.6	3.7	0.22	0.22	0.20	0.21	0.19
	413.000	414.700	4.5	4.5	4.5	4.2	4.2	3.8	3.6	3.6	3.6	3.6	0.18	0.16	0.06	0.07	0.05
	414.700	421.700	4.5	4.5	4.5	4.5	4.5	3.9	3.8	3.7	3.7	3.7	0.23	0.24	0.19	0.20	0.13
	421.700	424.500	4.0	4.0	4.0	4.0	3.9	3.6	3.6	3.6	3.6	3.5	0.23	0.23	0.18	0.24	0.20
	424.500	430.000	5.0	5.0	5.0	5.0	4.8	3.8	3.9	3.8	3.8	3.8	0.10	0.10	0.09	0.10	0.07
	430.000	434.137	3.0	3.0	3.0	3.0	3.0	3.7	3.7	3.7	3.6	3.6	0.21	0.19	0.22	0.20	0.23
	434.137	435.281	3.3	2.8	2.4	2.4	2.4	3.4	3.4	3.3	3.4	3.3	0.25	0.28	0.26	0.28	0.24
	435.281	441.648	5.0	5.0	4.5	4.5	4.5	3.5	3.5	3.4	3.6	3.6	0.46	0.49	0.46	0.33	0.27
	441.648	447.277	2.5	2.5	2.5	2.5	2.5	3.4	3.4	3.3	3.3	3.3	0.14	0.15	0.16	0.19	0.15
	447.277	449.320	2.5	2.5	2.5	2.5	2.4	3.6	3.7	3.6	3.6	3.5	0.08	0.09	0.10	0.09	0.09
	449.320	453.700	2.5	2.4	2.4	2.4	2.4	3.7	3.7	3.6	3.6	3.6	0.06	0.05	0.06	0.07	0.07
	453.700	455.481	3.0	3.0	3.0	3.0	2.9	3.5	3.5	3.4	3.4	3.5	0.07	0.07	0.05	0.10	0.08
US-91	0.000	1.396	5.0	4.8	2.8	2.8		3.9	3.8	3.8	3.7		0.21	0.22	0.24	0.20	
	0.000	6.956					5.0					3.6					0.17
	1.396	5.360	4.6	3.2	2.8	2.6		3.6	3.6	3.6	3.3		0.21	0.22	0.23	0.21	
	5.360	6.956	5.0	5.0	5.0	5.0		3.7	3.7	3.8	3.7		0.08	0.08	0.08	0.09	
	6.956	7.814	1.9	1.7	1.7	1.7	5.0	3.3	3.3	3.3	3.3	4.0	0.10	0.11	0.10	0.10	0.27
	7.814	8.015	4.5	4.5	4.5	4.5	4.5	2.7	2.7	2.6	2.7	3.5	0.11	0.27	0.20	0.18	0.24
	8.015	8.532	4.0	4.0	4.0	4.0	4.0	2.6	2.6	2.5	2.6	2.6	0.15	0.15	0.13	0.10	0.12
	8.532	9.230	3.0	3.0	3.0	2.9	2.9	2.4	2.4	2.3	2.1	2.4	0.09	0.10	0.09	0.12	0.13
	9.230	10.442	2.4	2.4	2.4	2.4	2.4	2.5	2.6	2.4	2.4	2.3	0.23	0.24	0.25	0.29	0.27
	118.990	120.561	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.43	0.31	0.35	0.37	0.34
	120.561	122.866	2.9	2.9	2.4	2.4	2.4	3.4	3.3	3.3	3.2	3.3	0.43	0.46	0.41	0.40	0.40
US-93	0.000	2.000	2.5	2.5	2.4	2.3	2.3	3.3	3.2	3.2	3.1	2.9	0.28	0.25	0.28	0.24	0.28
	2.000	6.300	2.4	2.4	2.3	2.3	2.3	3.3	3.4	3.4	3.3	3.3	0.23	0.25	0.24	0.22	0.24
	6.300	7.400	2.4	2.4	2.3	2.3	2.3	3.5	3.5	3.6	3.4	3.4	0.29	0.33	0.27	0.29	0.30
	7.400	13.154	2.5	2.4	2.4	2.4	2.4	3.5	3.5	3.5	3.5	3.5	0.32	0.34	0.35	0.33	0.32
	13.154	17.316	2.5	2.5	2.3	2.1	2.1	3.6	3.6	3.6	3.6	3.6	0.26	0.27	0.28	0.27	0.29
	17.316	20.300	5.0	5.0	5.0	5.0	3.9	3.5	3.6	3.6	3.6	3.7	0.11	0.09	0.06	0.07	0.11
	20.300	26.160	4.0	4.0	4.0	4.0	4.0	3.6	3.5	3.5	3.5	3.5	0.44	0.09	0.06	0.07	0.10
	26.160	28.000	3.5	5.0	5.0	5.0	4.5	3.4	3.4	3.4	3.4	3.4	0.38	0.07	0.05	0.05	0.09

TABLE 6
PAVEMENT CONDITION DATA

ROUTE	BEGIN MILEPOST	END MILEPOST	CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
			2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
US-93 (Cont'd)	28.000	28.947	3.5	5.0				3.2	3.6				0.36	0.07			
	28.000	30.000			4.8	4.8	4.8			3.7	3.6	3.6			0.05	0.04	0.06
	28.947	30.000	3.5	5.0				3.2	3.7				0.26	0.05			
	30.000	32.556	3.5	3.5	5.0	5.0	5.0	3.7	3.7	3.7	3.8	3.8	0.36	0.39	0.37	0.06	0.09
	32.556	34.810			5.0	5.0	5.0			3.6	3.8	3.8			0.38	0.05	0.07
	32.556	38.081	4.0	4.0				3.6	3.6				0.39	0.37			
	34.810	41.005			5.0	5.0	5.0			3.7	3.6	3.6			0.05	0.04	0.06
	38.081	41.005	2.4	2.4				2.9	2.8				0.20	0.20			
	58.731	65.830	3.7	3.7	3.4	2.4	2.4	3.6	3.6	3.5	3.5	3.4	0.19	0.22	0.22	0.22	0.23
	65.830	66.000	4.8	4.8	4.8	4.8	4.8	3.4	3.4	3.2	3.2	3.0	0.25	0.27	0.26	0.27	0.30
	66.000	67.591	5.0	5.0	5.0	5.0	5.0	3.8	3.9	3.8	3.9	3.8	0.17	0.19	0.20	0.20	0.22
	67.591	73.184	5.0	5.0	5.0	5.0	4.4	3.8	3.9	3.8	3.8	3.8	0.17	0.19	0.18	0.19	0.21
	73.184	73.260	5.0	5.0	4.8	4.8	4.8	3.4	3.3	3.3	3.3	3.2	0.20	0.22	0.22	0.26	0.31
	73.260	73.659	5.0	5.0	5.0	5.0	5.0	3.0	3.0	2.9	3.0	2.9	0.13	0.11	0.15	0.18	0.14
	165.950	166.568	3.8	2.7	2.4	2.4	2.4	2.9	2.8	2.2	2.7	2.7	0.12	0.17	0.15	0.18	0.19
	166.568	175.200	3.9	3.7	2.7	2.7	2.4	3.3	3.1	3.0	3.1	2.7	0.18	0.22	0.20	0.22	0.26
	175.200	177.790	3.4	2.8	2.4	2.4	2.4	3.2	3.0	3.0	3.0	2.6	0.22	0.27	0.27	0.29	0.27
	177.790	178.900	5.0	5.0	5.0	5.0	5.0	3.7	3.7	3.7	3.7	3.7	0.05	0.07	0.05	0.07	0.07
	178.900	182.660	4.4	4.4	3.7	3.7	3.4	3.3	3.4	3.3	3.3	3.1	0.28	0.29	0.26	0.29	0.39
	182.660	188.600	2.4	2.4	2.4	2.3	2.3	2.4	2.5	2.4	2.4	2.3	0.24	0.22	0.22	0.23	0.24
	188.600	194.866	2.4	2.4	2.2	2.1	2.1	3.1	3.1	3.0	3.1	3.0	0.23	0.23	0.22	0.22	0.24
	194.866	196.008	3.2	2.4	2.0	2.0	2.0	3.0	3.0	3.0	3.0	2.9	0.24	0.25	0.24	0.21	0.26
	196.008	199.270	4.3	4.3	4.3	4.0	3.7	3.6	3.6	3.5	3.6	3.5	0.13	0.12	0.12	0.12	0.13
	199.270	201.684	4.7	4.7	4.0	3.4	3.4	3.2	3.2	3.1	3.2	3.1	0.12	0.13	0.12	0.12	0.12
	201.850	204.080	4.8	4.8	4.7	4.7	2.7	3.6	3.6	3.5	3.5	3.5	0.12	0.13	0.13	0.13	0.15
	204.080	205.200	2.9	2.6	2.5	2.4	2.4	3.3	3.2	3.2	3.2	3.0	0.18	0.20	0.20	0.21	0.23
	205.200	208.771	4.0	4.0	4.0	3.8	2.8	3.8	3.8	3.7	3.7	3.6	0.15	0.15	0.14	0.15	0.17
	208.771	216.000	4.4	4.4	3.6	3.6	3.5	3.7	3.7	3.6	3.6	3.5	0.16	0.15	0.14	0.16	0.17
	216.000	222.835	5.0	4.5	4.5	4.5	4.5	3.7	3.7	3.6	3.6	3.5	0.10	0.10	0.08	0.09	0.11
	222.835	224.200	5.0	5.0	4.3	4.3	4.3	3.2	3.3	3.2	3.2	2.2	0.13	0.12	0.11	0.14	0.10
	224.200	226.286					5.0					4.0					0.20
	224.200	229.182	2.2	2.2	2.1	2.1		3.0	2.9	2.8	2.8		0.15	0.16	0.16	0.19	
	226.327	229.182					5.0					4.0					0.23

TABLE 6
PAVEMENT CONDITION DATA

ROUTE	BEGIN MILEPOST	END MILEPOST	CRACK INDEX (CI)					ROUGHNESS INDEX (RI)					RUTTING IN INCHES				
			2002	2003	2004	2005	2006	2002	2003	2004	2005	2006	2002	2003	2004	2005	2006
US-93 (Cont'd)	229.182	233.000	3.5	3.5	3.0	2.7	5.0	3.1	3.0	2.9	2.8	4.0	0.16	0.18	0.16	0.23	0.34
	233.000	238.000	3.5	3.5	2.9			3.0	2.9	2.8			0.23	0.24	0.21		
	233.000	247.532				5.0	5.0				3.5	3.7				0.04	0.05
	238.000	246.498	2.5	2.5	2.4			2.8	2.8	2.7			0.16	0.16	0.16		
	246.498	247.532	2.9	2.9	2.4			3.2	3.2	3.2			0.19	0.16	0.17		
	247.532	247.786	2.5	2.5	2.4	5.0	5.0	3.0	3.0	2.9	3.7	3.8	0.28	0.23	0.28	0.04	0.04
	247.786	248.277	2.2	2.2	5.0	5.0	5.0	2.6	2.5	3.2	3.6	3.7	0.27	0.25	0.13	0.12	0.11
	248.277	248.555	2.3	2.3	5.0	5.0	5.0	2.0	1.9	3.4	3.6	3.6	0.29	0.26	0.11	0.11	0.13
US-95	22.710	28.940		4.5	4.5	4.5	4.5		2.9	2.9	3.1	3.1		0.17	0.18	0.16	0.17
	26.252	28.030	1.7					2.1					0.20				
	28.030	28.940	2.5					2.6					0.14				
	29.000	33.345	1.0	1.0	1.0	1.0	1.0	2.5	2.6	2.7	2.9	2.9	0.16	0.13	0.12	0.09	0.10
	33.345	34.230	5.0	5.0	5.0	5.0	5.0	3.4	3.4	3.3	3.3	3.3	0.06	0.07	0.09	0.12	0.10
	34.642	34.777	4.5	4.5	4.5	4.5	4.5	1.5	1.5	1.5	3.3	3.3	0.08	0.08	0.08	0.12	0.10
	34.777	38.433	2.4	2.3	5.0	5.0	5.0	2.7	2.6	3.1	3.4	3.4	0.12	0.11	0.11	0.07	0.08
	38.433	39.190	5.0	3.4	3.2	2.6	2.6	3.4	3.5	3.4	3.2	3.2	0.10	0.09	0.09	0.07	0.09
	39.190	45.440			2.3	2.3	2.3			3.5	3.5	3.5			0.05	0.06	0.06
	39.190	45.555	2.3	2.3				3.5	3.5				0.05	0.05			
	9.492	15.968			2.0	2.0	2.0			3.2	3.2	3.2			0.15	0.15	0.16
	9.640	15.968	2.0	2.0				3.2	3.3				0.17	0.15			
	45.555	46.601	2.1	2.1				3.8	3.8				0.08	0.08			
	45.640	46.601			2.1	2.1	2.1			3.8	3.7	3.7			0.10	0.11	0.14
	46.601	46.941	5.0	4.4	3.3	3.3	3.3	4.0	4.0	4.1	4.0	4.0	0.09	0.09	0.11	0.13	0.14
	46.941	47.293	4.5	4.5	3.5	3.5	3.5	3.7	3.7	3.7	3.7	3.6	0.15	0.16	0.16	0.15	0.21
	47.293	47.578	1.8	1.8	1.8	1.8	1.8	3.8	3.9	3.7	3.6	3.7	0.13	0.14	0.11	0.13	0.17
	47.578	47.969	5.0	5.0	5.0	5.0	5.0	3.2	3.1	3.0	3.0	2.9	0.15	0.23	0.23	0.22	0.36
	47.969	48.630	5.0	5.0	5.0	5.0	5.0	3.8	3.8	3.8	3.7	3.8	0.21	0.30	0.27	0.30	0.33
	48.630	49.120	4.0	4.0	4.0	4.0	4.0	3.7	3.8	3.9	3.7	3.6	0.18	0.25	0.25	0.22	0.24
	49.120	54.580	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	0.19	0.19	0.18	0.22	0.24
	54.580	60.720	5.0	5.0	5.0	5.0	5.0	3.8	3.9	3.9	3.9	3.8	0.12	0.11	0.11	0.13	0.13
	60.720	63.070	4.5	4.5	4.3	4.3	4.1	3.1	3.1	3.1	3.1	3.1	0.23	0.24	0.22	0.22	0.26

Appendix D

Bridges on Designated Pilot Project Routes

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Sq.Ft.	Material Type	Structure Type
14030	03410B 47.26	SH 34	047.305	NORTH EXTENSION CANAL	1	2250	Concrete	Slab
16631	03300A 44.74	SH 33	044.736	OWSLEY CANAL	2	2013	Concrete	Slab
Count:	**2**							
17461	S09120A 4.67	US 91	004.663	CUB CANAL	1	1890	Concrete	Culvert
14535	S05110A 70.11	SH 51	070.114	SOUTH SIDE CANAL	1	484	Concrete	Culvert
14515	S05010A 1.13	SH 50	001.127	LATERAL NO.22	1	863	Concrete	Culvert
17451	S09120A 1.68	US 91	001.670	CUB RIVER OVERFLOW	1	2013	Concrete	Culvert
Count:	**4**							
14000	03410B 28.97	SH 34	028.967	BEAR RIVER;CLEVELAND BR.	8	7987	Concrete	Stringer/Girder
16065	09520A 43.64	US 95	043.637	BOISE RIVER	10	13896	Concrete	Stringer/Girder
15280	07810A 48.19	SH 78	048.191	CASTLE CREEK	2	1647	Concrete	Stringer/Girder
14545	05110A 70.85	SH 51	070.845	BRUNEAU RIVER	3	3014	Concrete	Stringer/Girder
16635	03300A 47.75	SH 33	047.745	OWSLEY CANAL;TERRETON BR	3	3940	Concrete	Stringer/Girder
15265	07810A 29.25	SH 78	029.252	RABBIT CREEK	3	3660	Concrete	Stringer/Girder
14550	05110A 70.97	SH 51	070.974	BRUNEAU RIVER SLOUGH	1	1012	Concrete	Stringer/Girder
15295	07810B 93.02	SH 78	093.021	BROWN CREEK	2	1647	Concrete	Stringer/Girder
13750	03020P 454.31	US 30	454.312	THOMAS FORK CREEK	2	2099	Concrete	Stringer/Girder
16070	09520A 45.05	US 95	045.052	SAND HOLLOW CREEK	3	3479	Concrete	Stringer/Girder
13985	03410B 12.98	SH 34	012.976	BEAR RIVER;RIVERDALE BR	6	7083	Concrete	Stringer/Girder
14540	05110A 70.53	SH 51	070.536	BRUNEAU RIVER SLOUGH	1	1012	Concrete	Stringer/Girder
Count:	**12**							
13210	02620C 301.41	US 26	301.406	ABERDEEN CANAL	1	2056	Concrete	Tee Beam
13195	02620B 246.88	US 26	246.879	BIG LOST RIVER	1	1938	Concrete	Tee Beam
14310	04510A 22.31	SH 45	022.306	NEW YORK CANAL	1	2271	Concrete	Tee Beam
14305	04510A 18.01	SH 45	018.011	MORA CANAL	1	1518	Concrete	Tee Beam
13040	02510A 8.51	SH 25	008.507	'L' CANAL	1	1281	Concrete	Tee Beam
13215	02620C 303.38	US 26	303.384	DANSKIN CANAL	1	1894	Concrete	Tee Beam
13205	02620C 300.72	US 26	300.715	PEOPLES CANAL	1	1302	Concrete	Tee Beam
16060	09520A 42.73	US 95	042.715	RIVERSIDE CANAL	1	1991	Concrete	Tee Beam
Count:	**8**							
13065	S02510B 48.80	SH 25	048.800	DRAIN DITCH	1	904	Concrete	Frame
12175	01910B 9.70	SH 19	009.700	GOLDEN GATE CANAL	1	3393	Concrete	Frame
14315	S04510A 25.46	SH 45	025.459	WILSON DRAIN	1	1214	Concrete	Frame
14555	S05110A 71.91	SH 51	071.914	BUCKAROO DITCH	1	560	Concrete	Frame
14045	03410C 76.81	SH 34	076.810	LITTLE BLACKFOOT RIVER	1	1313	Concrete	Frame
14680	S05510A 6.11	SH 55	006.106	LOW LINE CANAL	1	990	Concrete	Frame
14025	S03410B 46.73	SH 34	046.729	TANNER CANAL	1	1076	Concrete	Frame

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Sq.Ft.	Material Type	Structure Type
14700	S05510A 10.14	SH 55	010.139	BURRIS LATERAL CANAL	1	624	Concrete	Frame
14735	05510B 18.60	SH 55	018.798	INDIAN CREEK	1	1927	Concrete	Frame
14725	S05510B 18.27	SH 55	018.276	PHYLLIS CANAL	1	1604	Concrete	Frame
14010	03410B 33.66	SH 34	033.656	TROUT CREEK	1	1238	Concrete	Frame
13202	02620C 270.84	US 26	270.840	INEL CENTRAL CONNECTOR	1	1507	Concrete	Frame
14695	S05510A 9.55	SH 55	009.544	NORTH CANAL	1	936	Concrete	Frame
16090	S09520A 60.57	US 95	060.573	FARMERS DITCH	1	1439	Concrete	Frame
12985	S02210A 61.69	SH 22	061.687	MEDICINE LODGE CREEK	1	861	Concrete	Frame
14675	S05510A 4.93	SH 55	004.933	LIZARD WASTEWAY	1	936	Concrete	Frame
13020	S02410B 60.77	SH 24	060.770	'976' LATERAL CANAL	1	1184	Concrete	Frame
19845	06710A 0.05	SH 67	000.050	GRANDVIEW IRRIG.DIST.CNL	1	1238	Concrete	Frame
13160	02620B 182.82	US 26	182.820	JIMMY BYRNES SLOUGH	3	2077	Concrete	Frame
15275	S07810A 47.85	SH 78	047.848	CATHERINE CREEK	1	635	Concrete	Frame
13015	S02410B 58.08	SH 24	058.080	'702' LATERAL CANAL	1	1119	Concrete	Frame
12600	02020K 344.24	US 20	344.240	SALEM UNION CANAL	1	3401	Concrete	Frame
14005	S03410B 29.97	SH 34	029.968	WILLIAMS CREEK	1	764	Concrete	Frame
15260	S07810A 1.62	SH 78	001.617	'A' LINE CANAL	1	581	Concrete	Frame
13045	S02510A 18.34	SH 25	018.340	'X' DRAIN	1	291	Concrete	Frame
13805	06400B 57.68	I 84B	057.677	PHYLLIS CANAL	1	2423	Concrete	Frame
14685	05510A 7.05	SH 55	007.054	HIGH LINE CANAL	1	1877	Concrete	Frame
17560	S09320A 20.95	US 93	020.950	LATERAL CANAL	1	786	Concrete	Frame
19853	06710A 3.29	SH 67	003.290	MIDDLE LINE CANAL	1	1195	Concrete	Frame
13995	03410B 27.79	SH 34	027.787	COTTONWOOD CREEK	1	1410	Concrete	Frame
13990	03410B 14.84	SH 34	014.831	TWIN LAKES CANAL	1	2088	Concrete	Frame
12570	S02020K 334.97	US 20	334.960	TETON ISLAND CANAL	1	3358	Concrete	Frame
12980	S02210A 39.26	SH 22	039.458	BIRCH CREEK;HYDRO PROJ	1	1012	Concrete	Frame
13010	02410B 54.40	SH 24	054.400	'702-A' CANAL	1	1518	Concrete	Frame
13635	03020L 219.65	US 30	219.647	PERRINE COULEE CANAL	1	5737	Concrete	Frame
12975	S02210A 16.32	SH 22	016.314	LITTLE LOST RIVER	1	614	Concrete	Frame
13745	S03020P 423.12	US 30	423.120	GEORGETOWN CREEK	1	463	Concrete	Frame
12605	02020K 344.51	US 20	344.503	SERVICE ROAD	1	2949	Concrete	Frame
13005	02410B 9.46	SH 24	009.455	'B-1' CANAL	1	667	Concrete	Frame
12595	S02020K 343.62	US 20	343.634	TWIN GROVES CANAL	1	2992	Concrete	Frame
16081	09520A 49.60	US 95	049.601	FARMERS COOP CANAL	1	2260	Concrete	Frame
15306	07810B 96.32	SH 78	096.318	BENNETT CREEK	1	1496	Concrete	Frame
12660	S02020K 353.69	US 20	353.691	CURR CANAL	1	818	Concrete	Frame
15285	07810A 54.21	SH 78	054.220	BIRCH CREEK	1	829	Concrete	Frame
18055	09520A 38.65	US 95	038.649	GOLDEN GATE CANAL	1	1755	Concrete	Frame
14015	S03410B 43.33	SH 34	043.325	BENCH CANAL	1	689	Concrete	Frame
12635	S02020K 349.50	US 20 SBL	349.498	N.BR.FALL RIVER CANAL	1	1636	Concrete	Frame

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Sq.Ft.	Material Type	Structure Type
12970	S02210A 16.14	SH 22	016.142	LITTLE LOST RIVER	1	377	Concrete	Frame
12630	02020K 347.64	US 20 NBL & SBL	347.636	N.BR.FALL RIVER CANAL	1	3541	Concrete	Frame
15255	S07810A 1.13	SH 78	001.131	'B' LINE CANAL	1	581	Concrete	Frame
Count:	**50**							
13150	02620B 167.54	US 26	167.536	MILNER GOODING CANAL	2	3003	Concrete Continuous	Slab
Count:	**1**							
12580	S02020K 338.32	US 20 NBL & SBL	338.318	SALEM CANAL	2	3541	Concrete Continuous	Culvert
Count:	**1**							
12995	02410B 5.55	SH 24	005.545	'B' CANAL	3	5985	Concrete Continuous	Frame
Count:	**1**							
13705	03020N 365.28	US 30	365.276	UPRR & CANAL;TOPAZ OP	1	13057	Steel	Truss-Thru
Count:	**1**							
13735	S03020P 404.35	US 30	404.349	SODA CREEK	2	1604	Steel	Culvert
15264	07810A 16.41	SH 78	016.410	REYNOLDS CREEK	1	1378	Steel	Culvert
18040	09520A 26.76	US 95	026.761	'B' CANAL	1	1571	Steel	Culvert
15290	S07810A 66.48	SH 78	066.480	BYBEE CANAL	1	947	Steel	Culvert
12615	02020K 347.02	US 20 NBL & SBL	347.022	SALEM UNION CANAL	1	7416	Steel	Culvert
12295	02020J 302.76	US 20	302.758	OAKLAND WASTE DITCH	1	4553	Steel	Culvert
15263	S07810A 6.87	SH 78	006.871	SQUAW CREEK	1	560	Steel	Culvert
15270	S07810A 35.76	SH 78	035.763	SINKER CREEK	1	1927	Steel	Culvert
Count:	**8**							
15220	07410A 2.44	SH 74	002.439	LOW LINE CANAL	1	2863	Steel	Stringer/Girder
13500	06400B 59.17	I 84B	059.168	INDIAN CREEK	1	1970	Steel	Stringer/Girder
14730	05510B 18.37	SH 55	018.371	UPRR;NAMPA RR.OVERPASS	5	32001	Steel	Stringer/Girder
12100	01571I 1.20	I 15B ;US 26	001.202	SNAKE RIVER	4	26565	Steel	Stringer/Girder
17570	09320A 37.57	US 93	037.574	HIGH LINE CANAL	1	2842	Steel	Stringer/Girder
Count:	**5**							
14520	05010A 3.88	SH 50	003.887	SNAKE RIVER;HANSEN BR.	3	26006	Steel Continuous	Stringer/Girder
14670	05510A 2.61	SH 55	002.605	SNAKE RIVER(MARSING BR)	12	29407	Steel Continuous	Stringer/Girder
18060	09520A 34.71	US 95	034.710	SNAKE RIVER;HOMEDALE BR.	5	28395	Steel Continuous	Stringer/Girder
12560	02020K 334.44	US 20 SBL	334.349	S.FK.TETON RIVER	3	7868	Steel Continuous	Stringer/Girder
12565	02020K 334.45	US 20 NBL	334.350	S.FK.TETON RIVER	3	7868	Steel Continuous	Stringer/Girder
16641	03300A 58.84	SH 33	058.838	I 15 NB-SB;SAGE JCT IC	4	15758	Steel Continuous	Stringer/Girder
Count:	**6**							

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BrKey	Structure No.	Route	Milepost	Features	# Spans	Sq.Ft.	Material Type	Structure Type
13730	03020P 375.67	US 30	375.616	DEER CROSSING	1	4994	Prestressed Concrete	Stringer/Girder
14525	05010A 4.68	SH 50	004.700	I 84 EB-WB;KIMBERLY IC	3	15500	Prestressed Concrete	Stringer/Girder
19850	06710A 0.80	SH 67	000.793	SNAKE RIVER;GRANDVIEW BR	6	23121	Prestressed Concrete	Stringer/Girder
13725	03020P 373.22	US 30	373.140	DEER CROSSING	1	4026	Prestressed Concrete	Stringer/Girder
13720	03020P 372.52	US 30	372.434	DEER CROSSING	1	4026	Prestressed Concrete	Stringer/Girder
13715	03020P 371.89	US 30	371.788	PORTNEUF RIVER	3	13638	Prestressed Concrete	Stringer/Girder
14300	04510A 10.43	SH 45	010.428	SNAKE R.(WALTERS FERRY)	10	27190	Prestressed Concrete	Stringer/Girder
12020	03020N 359.60	US 30	359.597	UPRR;N.MCCAMMON OP	3	14133	Prestressed Concrete	Stringer/Girder
14690	05510A 8.10	SH 55	008.096	LOW LINE CANAL	2	3892	Prestressed Concrete	Stringer/Girder
14040	03410C 70.46	SH 34	070.458	BLACKFOOT RIVER	1	3821	Prestressed Concrete	Stringer/Girder
18095	09520A 60.82	US 95	060.815	I 84 EBL-WBL;US 95 IC	5	18557	Prestressed Concrete	Stringer/Girder
12015	03020N 359.65	US 30	359.645	PORTNEUF RIVER;MCCAMMON	3	15726	Prestressed Concrete	Stringer/Girder
14035	03410C 57.91	SH 34	057.912	UPRR;SODA'S 3RD E.ST OP	1	6222	Prestressed Concrete	Stringer/Girder
16645	03300A 73.44	SH 33	073.436	HENRY'S FK.SNAKE RIVER	4	14768	Prestressed Concrete	Stringer/Girder
15300	07810B 94.61	SH 76	094.608	SNAKE R.;INDIAN COVE BR.	8	17642	Prestressed Concrete	Stringer/Girder
18075	09520A 45.21	US 95	045.205	US 20;UPRR;US 20-95 IC	6	10560	Prestressed Concrete	Stringer/Girder
14020	03410B 46.08	SH 34	046.084	BEAR RIVER;GRACE BRIDGE	7	27868	Prestressed Concrete	Stringer/Girder
13200	02620C 265.04	US 26	265.043	BIG LOST RIVER	1	2422	Prestressed Concrete	Stringer/Girder
12590	02020K 339.42	US 20 NBL	339.406	N.F.TETON RIVER	1	4413	Prestressed Concrete	Stringer/Girder
12585	02020K 339.41	US 20 SBL	339.405	N.FK.TETON RIVER	1	4413	Prestressed Concrete	Stringer/Girder
12665	02020K 354.05	US 20	354.049	FALL RIVER	2	4779	Prestressed Concrete	Stringer/Girder
13710	03020N 369.05	US 30	369.047	PORTNEUF RIVER	3	4951	Prestressed Concrete	Stringer/Girder
17610	09320B 62.66	US 93	062.682	'R' CANAL	1	2336	Prestressed Concrete	Stringer/Girder
17456	09120A 1.86	US 91	001.864	CUB RIVER	1	5280	Prestressed Concrete	Stringer/Girder
17605	09320B 61.94	US 93	061.952	'U' CANAL	3	6749	Prestressed Concrete	Stringer/Girder
17600	09320B 61.70	US 93	061.714	'M' CANAL	1	1991	Prestressed Concrete	Stringer/Girder
12654	02020K 352.07	US 20 NBL	352.067	FALL RIVER CANAL	1	1432	Prestressed Concrete	Stringer/Girder
12650	02020K 352.06	US 20 SBL	352.066	FALL RIVER CANAL	1	1410	Prestressed Concrete	Stringer/Girder
12645	02020K 350.71	US 20 NBL & SBL	350.571	S.FK.FALL RIVER CANAL	2	8719	Prestressed Concrete	Stringer/Girder
13740	03020P 406.67	US 30	406.672	UPRR; SODA SPRINGS OP	1	5188	Prestressed Concrete	Stringer/Girder
Count:	**30**							
13000	02410B 7.99	SH 24	007.994	'B-2' CANAL	1	1023	Prestressed Concrete	Tee Beam
Count:	**1**							
13175	02620B 200.17	US 26	200.060	LITTLE WOOD RIVER	1	2605	Prestressed Concrete	Multiple Box Beam
13165	02620B 198.27	US 26	198.266	SILVER CREEK	1	1873	Prestressed Concrete	Multiple Box Beam
13170	02620B 199.40	US 26	199.280	LITTLE WOOD RIVER	1	2842	Prestressed Concrete	Multiple Box Beam
13185	02620B 204.38	US 26	204.382	LITTLE WOOD RIVER	1	2400	Prestressed Concrete	Multiple Box Beam
18045	09520A 30.38	US 95	030.388	JUMP CREEK	1	1902	Prestressed Concrete	Multiple Box Beam

Idaho Transportation Department
Bridge Inspection 12/12/2006
Pilot Project Structures

BrKey	Structure No.	Route	Milepost	Features	# Spans	Sq.Ft.	Material Type	Structure Type
12620	02020K 347.04	US 20 NBL & SBL	347.038	TWIN GROVES CANAL	1	4413	Prestressed Concrete	Multiple Box Beam
13190	02620B 204.55	US 26	204.553	LITTLE WOOD RIVER	1	2992	Prestressed Concrete	Multiple Box Beam
13180	02620B 201.00	US 26	200.900	LITTLE WOOD RIVER	1	1647	Prestressed Concrete	Multiple Box Beam
12550	02020K 333.41	US 20 NBL	333.420	SH 33;REXBURG IC	3	6867	Prestressed Concrete	Multiple Box Beam
12625	02020K 347.35	US 20 NBL & SBL	347.349	FARMERS FRIEND CANAL	1	5210	Prestressed Concrete	Multiple Box Beam
17566	09320A 25.08	US 93	025.083	LATERAL NO. 1	1	4864	Prestressed Concrete	Multiple Box Beam
12555	02020K 333.42	US 20 SBL	333.421	SH 33;REXBURG IC	3	6867	Prestressed Concrete	Multiple Box Beam
13155	02620B 177.63	US 26	177.638	LITTLE WOOD RIVER	1	2164	Prestressed Concrete	Multiple Box Beam
Count: 13								
15226	07410A 7.23	SH 74	007.225	ROCK CREEK	4	33960	P/S Conc Continuous	Stringer/Girder
Count: 1								

Count: 144

Appendix E

Pilot Project Participant Survey

October 20, 2006

Dear Pilot Project Participant:

With passage of House Bill 623 in 1998, authorizing the 129,000 Pound Pilot Project, the legislature also required that the Idaho Transportation Department "shall report on the results of their monitoring and evaluation of all important impacts, including impacts to safety, bridges, and pavement on all the state pilot project routes." Subsequent updates in House Bill 395 in 2003 require "Reports shall be submitted to the Legislature no later than January 30 in the years 2007, 2010 and 2013".

In order to meet our obligation to the legislature, we need your feedback on the Pilot Project. We would like your comments on the attached questionnaire as soon as possible, but not later than November 30, 2006, for the inclusion of your information into the required Legislative report for 2007.

If you have questions or need additional information, please contact me by phone or e-mail, as listed on the survey.

Thank you for your assistance.

Chris Engels
Idaho Permit Program Supervisor

Attachment

1. How has the use of the Pilot Project permit(s) affected your organization's productivity? *Please be as specific as possible.*

2. What was the total economic impact to your organization via the use of these Pilot Project permits? (Relating to truck trips, fuel, personnel, equipment, etc.)

3. Did the use of the Pilot Project permits affect the safety of your organization, driver(s) and/or the traveling public? *Please be as specific as possible.*

4. Did you also purchase Pilot Project permits for use on the local highways (non-state highways)? If yes, were there any issues or challenges in accessing the local network?

5. Please describe any other benefits, issues, challenges, or other comments in using this Pilot Project program.

6. If you could improve just one aspect of the Pilot Project program, what would it be?

Thank you again for participating in this vital survey. Please mail, fax or e-mail responses to:

Chris Engels
Idaho Permit Program Supervisor
PO Box 7129
Boise ID 83707-1129
FAX 208-334-8696 or E-mail chris.engels@itd.idaho.gov

Appendix F

Other States' Experience with 129,000 Pound Trucks

UTAH, MONTANA REPORTS

Alan Frew, Motor Vehicle Administrator, contacted his counterpart in Utah. Utah has not done a study on the effects of higher weight trucks. Their weight limits have been in place since the 1980s. They have not noticed any premature deterioration of pavements or bridges.

Montana did a study in 1999 titled Impact of Changes in Truck Weight Regulations on Montana's Economy. They compared the economic impact of changing the allowable gross vehicle weight (GVW) with changes in direct infrastructure costs (pavement and bridge damage). Extensive analyses were done of changes in infrastructure performance and requirements under various GVW scenarios.

While these analyses primarily focused on the pavement and bridge elements of the infrastructure, consideration was also given to geometric, capacity, and safety issues. It was found that "… in many instances the total economic impacts of changes in GVW limits exceeded the associated changes in infrastructure costs by an order of magnitude. This result reinforces the need to consider more than just infrastructure impacts in evaluating truck size and weight issues." They also noted that "A simple safety analysis found little change in the number of fatalities and injuries expected across all scenarios."

Montana's conclusions were based on calculated bridge and pavement damage and not on empirical data.